SEDA-COG Metropolitan Planning Organization
Long Range Transportation Plan

2016-2040

TECHNICAL APPENDIX

Appendix A Rail Freight Technical Memorandum

Technical Memo

RAIL FREIGHT ASSETS, FEATURES, AND ATTRACTORS WITHIN THE SEDA-COG MPO

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SEDA-COG MPO /
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TABLE OF CONTENTS

1. INTRODUCTION

The SEDA – Council of Governments (SEDA-COG) is a regional development agency which provides leadership, expertise, and services to communities, businesses, institutions, and residents and advocates for the interests of its communities at the state and federal levels. SEDA-COG is managed by a 22 member, county-based policy board and supporting professional staff. It has been designated an economic development district, and was formally designated a Metropolitan Planning Organization (MPO) for 8 member counties in March 2013. The MPO provides transportation planning and programming support in collaboration with stakeholders such as State and local governments, transit authorities, and business/industry organizations. The SEDA-COG MPO region includes the following eight (8) counties:

- Clinton
- Columbia
- Juniata
- Mifflin
- Montour
- Northumberland
- Snyder
- Union

Additional counties within SEDA-COG jurisdiction, but excluded from the MPO include:

- Centre – Centre County MPO includes this county.
- Lycoming – Williamsport Area Transportation Study serves as an MPO which includes this county.
- Perry – Harrisburg Area Transportation Study (HATS) serves as an MPO which includes this county.

The central Pennsylvania SEDA-COG region is characterized by prevalent natural resources, extensive outdoor recreational and heritage opportunities, and an economy based largely in manufacturing, retail trade, education, and health care. Freight generated within the region is principally related to manufacturing and the extraction of natural resources. Principal exports include rail ties, anthracite coal, aggregate, landscaping stone, and carbon products. Local industries also receive incoming commodities such as sand, lumber, chemicals, plastics, propane, steel and scrap metal, aggregate, limestone and road salt, and agricultural products. Freight associated with natural gas industry is also present.

The transportation infrastructure is critical in supporting the movement of freight within the SEDA-COG MPO. This infrastructure provides connections to all major population centers throughout the northeast United States. The primary infrastructure includes two interstate highways, a non-interstate Strategic Highway Network Route, multiple congressional priority corridors, and nine railroads. In addition, 15 general aviation airports and two commercial aviation airports serve the region.

The accessibility of rail in this region is a valued amenity for many enterprises, since shipping freight by rail can significantly reduce the transportation costs of bulk products. Although much freight in this region is shipped by truck, rail provides an alternative connection to regional, national, and world markets. As the MPO region evolves, and strategies to attract additional employment opportunities are evaluated, it is important to assess the current railway network to provide a better understanding of future needs. This memorandum will establish an inventory of transportation assets associated with rail freight within the SEDA-COG MPO region based on a review of available public documents, including the following:

- Centre County Metropolitan Planning Organization website. Accessed 11/11/2015. http://www.crcog.net
- *Draft Pennsylvania State Rail Plan*, dated August 2015.
- Jeff Stover, SEDA-COG Joint Rail Authority Executive Director [Telephone interview, 7/10/15].
- Lycoming County, Williamsport Area Transportation Study website. Accessed 11/11/2015. http://www.lyco.org.
- *Multi-Modal Freight Transfer Center Feasibility Study*. Lycoming County Planning Commission. June 2006.
- Norfolk Southern website. Accessed 4/1/2016. http://nscorp.com.
- PennDOT Transportation Improvement Program. Accessed online 9/25/2015.
- *Pennsylvania Intercity Passenger and Freight Rail Plan*, dated February 2010.
- *Pennsylvania Public Use Airports,* Map. Prepared by Pennsylvania Department of Transportation, January 2014.
- *Pennsylvania Railroad Map,* Prepared by Pennsylvania Department of Transportation, November 2011.
- *Pennsylvania STRAHNET Routes,* Map, prepared by Pennsylvania Department of Transportation, Undated.
- Reading Blue Mountain and Northern Railroad website. Accessed 11/13/2015. http://www.rbmnrr.com.
- Rural Transportation website. *Regional Approaches to Resilience: Transportation Infrastructure.* Accessed on 9/8/2015. http://ruraltransportation.org/regional-approaches-to-resilience-transportation-infrastructure/.
- SEDA-COG at a Glance: *A History of Public and Private Collaboration in 11 Central Pennsylvania Counties*. Retrieved from SEDA-COG website on 11/11/2015. http://www.seda-cog.org.
- SEDA-COG Economic Development District. *Comprehensive Development Strategy Five Year Update*, dated June 2015.
- SEDA-COG FFY 2015 TIP, dated May 6, 2014.
- *SEDA-COG MPO Strategic Plan*, adopted February 6, 2015.
- SEDA-COG website. Accessed 11/11/2015. http://www.seda-cog.org.
- SEDA-COG Joint Rail Authority website: Accessed on 11/11/2015. http://www.sedacograil.org/Pages/Home.aspx.
- Surface Transportation Board website. Accessed 04/01/2016. http://www.stb.dot.gov.
- The North Shore Railroad Company website. Accessed on 11/12/2015 and 11/13/2015. www.nshr.com.
- Tri-County Regional Planning Commission website. Accessed 11/11/2015. http://www.tcrpc-pa.org/HATS.
- Union County. *Cultivating Community: A Plan for Union County's Future*, dated December 31, 2009.

2. RAIL FREIGHT OVERVIEW

2.1 RAIL FREIGHT

Rail in the SEDA-COG MPO region is generally utilized to serve major industries and business, and is considered critical for economic development. The active lines provide a vital connection to supply operations and transport materials and goods to regional markets and beyond. Through connections with primary freight corridors within the region and surrounding counties, these lines can provide efficient multi-modal options for industries located within the region. Year 2007 Waybill Sample* freight data reported in the *Pennsylvania Intercity Passenger and Freight Rail Plan,* dated February 2010, reveals the following freight estimates within the SEDA-COG region:

County	Originating Rail Traffic (Tons)	Inbound Rail Traffic (Tons)
Clinton	23,000 - 69,999	140,000 – 329,999
Columbia	1 – 22,999	40,000 – 139,999
Juniata	0	0 – 39,999
Mifflin	70,000 – 129,999	40,000 – 139,999
Montour	0	2,950,000 – 10,000,000
Northumberland	230,000 – 499,999	330,000 – 409,999
Snyder	1 – 22,990	410,000 – 899,999
Union	23,000 – 69,999	40,000 – 139,999

* It should be noted that due to a revision in Federal requirements, the Draft Pennsylvania State Rail Plan was not required to include Waybill Sample Data. Updated Year 2013 Waybill Sample data was requested, but was not available at the time this technical memo was prepared due to proprietary concerns.

Currently, eight freight railroads own or operate lines in the SEDA-COG MPO region. Two of these railroads provide Class I service in certain areas. Amtrak also operates a passenger line through Mifflin and Juniata counties, with a station located in Lewistown, Mifflin County. A list of the freight rail companies is provided as follows:

- Norfolk Southern (NS) – Class 1
- Lycoming Valley Railroad (LVRR)
- Nittany & Bald Eagle Railroad (NBER)
- North Shore Railroad (NSHR)
- Shamokin Valley Railroad (SVRR)
- Juniata Valley Railroad (JVRR)
- Union County Industrial Railroad/White Deer & Reading Railroad (UCIR/WD&R)
- Reading Blue Mountain and Northern Railroad (RBMN)

As noted above, Norfolk Southern provides Class I service along some lines. A more detailed description of active rail lines in the region is provided under Section 2.2 of this document. It should be noted that several excursion trains also run periodically. A schedule of public passenger train excursions for the year 2015 has been provided as an attachment to this technical memorandum.

United States Census Data reported in the SEDA-Council of Governments Comprehensive Economic Development Strategy Five Year Update, dated June 2015, reveals that the population density of the 11 county SEDA-COG Economic Development District (109.6 persons / square mile) is significantly lower that the statewide density (282.9 persons / square mile); however the population within the area is generally growing. Between the years 2000 and 2011, the SEDA-COG area experienced a 4.12% change in population. However, it should be noted that Lycoming County, Montour County, and Northumberland County experienced a population decline (-3.08%, -.23% and -.24%, respectively). The population growth within the eight-county SEDA-COG MPO region has also experienced growth during this time period, but at a lower rate (3.29%). The average growth in Pennsylvania during this period was 3.09%, which indicates that on average, the population in the SEDA-COG region is growing slightly faster than the state. Future projections indicate this trend is likely to continue. In addition, the composition of the population is projected to age. In 2010, approximately 15.6% of the population was 65 years or older. By 2040 it is anticipated that approximately 21% of the population will be 65 or older.

The SEDA-COG Economic Development Strategy also notes that the 11 county SEDA-COG Economic Development District (EDD) is less diverse than the state, on average, with a composition of 93.7% of residents identifying as white, 2.7% as black or African American, 2.2% as Hispanic or Latino, and 1.7% as Asian. The median income within the SEDA-COG EDD was reported lower than the statewide average for all 11 counties. The average Median Household Income for the SEDA-COG EDD was $44,852 while the statewide median income for the same period was $51,651. Per year 2015 employment data posted on the SEDA-COG website, the average unemployment rate within the SEDA-COG EDD during the most recent 12 year period (5.1%) is lower than the statewide average (5.4%).

As noted in the introduction, rail accessibility is a valued amenity. The presence of a rail line opens land for industrial or distribution development, and may be a deciding factor for potential companies seeking to locate within the region. Also, some existing manufacturers / distribution centers currently depend on the health of the rail network to maintain their operations. The availability of appropriate jobs is necessary to attract and retain a younger workforce. As such, rail services within the region are integral with efforts to achieve SEDA-COG's economic goals of expanding existing businesses and building the capacity to market the region in the international arena.

In the spring of 2014, SEDA-COG conducted a survey of local stakeholders to better identify priority issues and opportunities within the region. The results were reported in the SEDA-Council of Governments Comprehensive Economic Development Strategy Five Year Update dated June 2015. The results indicated that the transportation system was generally viewed as a strength of the region. The most pressing transportation need was identified as highway improvements, followed by public transportation, bridge, and air transportation. Only 6.98% of respondents identified rail as the most urgent transportation need. However, 46.15% of respondents supported additional intermodal rail road facilities and many of the industries that respondents wish to retain or attract could be supported by the rail infrastructure.

The low priority of rail improvements reflected in the survey results appears to demonstrate the existing rail system has been meeting current needs. Based on the desired industry retention and growth, it appears that the rail system will remain critical for economic development within the region into the future.

The following sections provide a summary of the existing rail inventory within the SEDA-COG MPO region.

2.2 FREIGHT CORRIDORS

The rail network within the SEDA-COG MPO region consists of Class I, short line, and regional railroads which provide a critical link within the region and to national and global markets. Both the *Pennsylvania Intercity Passenger and Freight Rail Plan*, dated February 2010, and the Draft Pennsylvania State Rail Plan dated August 2015 identify Priority Freight Rail Corridors throughout the Commonwealth. One priority freight corridor extends though the MPO. The Main Line Corridor (or Central PA Corridor) extends along the NS line which traverses Mifflin and Juniata Counties. This corridor experiences the highest volume of freight in the state. The corridor extends from the Ohio State line through Pittsburgh to Harrisburg and Reading where it splits to connect with both Easton and Philadelphia. The line is operated by NS and provides six intermodal terminals along the corridor (Pittsburgh, two in Harrisburg, Bethlehem, Morrisville and Philadelphia). To the east of Pittsburgh, the corridor provides adequate double stack clearance and is 286K compliant.

In addition, a priority passenger rail corridor also extends through the SEDA-COG MPO. The Keystone Corridor West Amtrak service operates along the NS Main Line Corridor, which provides a passenger connection between Harrisburg and Pittsburgh with additional access to areas such as Greensburg, Altoona, and Johnstown. Presently, only one Amtrak train runs per day and on-time performance is unreliable. Consideration has been given to upgrade this service, but numerous funding and technical issues must be addressed.

Other major freight corridors such as the Harrisburg-Binghamton Corridor and the NS Crescent Corridor initiative along the I-81 Corridor are located to the east of the MPO region. These corridors provide connections to major US markets and ports in New York, Philadelphia, Virginia, and beyond.

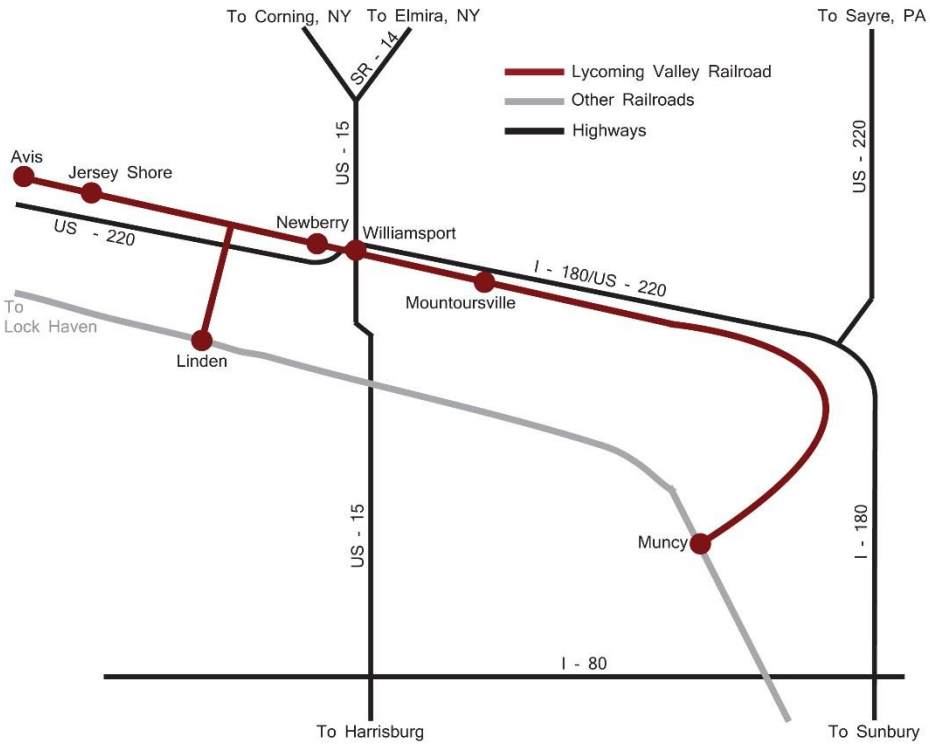
In addition to these major corridors, local freight movement is provided via a system of Class I, Class III, and local rail carriers. Approximately 200 miles of local rail infrastructure and five short line railroads within the MPO have been purchased by SEDA-COG. SEDA-COG has established a Joint Rail Authority (JRA) to manage rail operations within the MPO, and SEDA-COG JRA has contracted with North Shore Railroad to operate the rail lines owned by the SEDA-COG JRA. A brief summary of rail lines within the SEDA-COG MPO region is provided as follows:

<u>Norfolk Southern Lines (NS) - Class I</u>

Norfolk Southern, like other Class I carriers, typically operates as a line-haul shipper for long-distance freight transport between major regional and national terminals. International operations are focused at the Port of Norfolk in Virginia. Primary operations within the SEDA-COG MPO are located along the Main Line Corridor line which extends through Mifflin and Juniata Counties, and along several lines through Northumberland, Columbia, and Clinton Counties via NS lines and trackage rights from LVRR and NBER. Although NS does not operate any primary facilities within the MPO, NS does operate two intermodal terminals in Harrisburg, Pennsylvania in Dauphin County directly southeast of the MPO region. In 2015, the Surface Transportation Board authorized the purchase of a 282.55 mile rail line formerly controlled by D&H Rail between Sunbury in Northumberland County and Schenectady in New York.

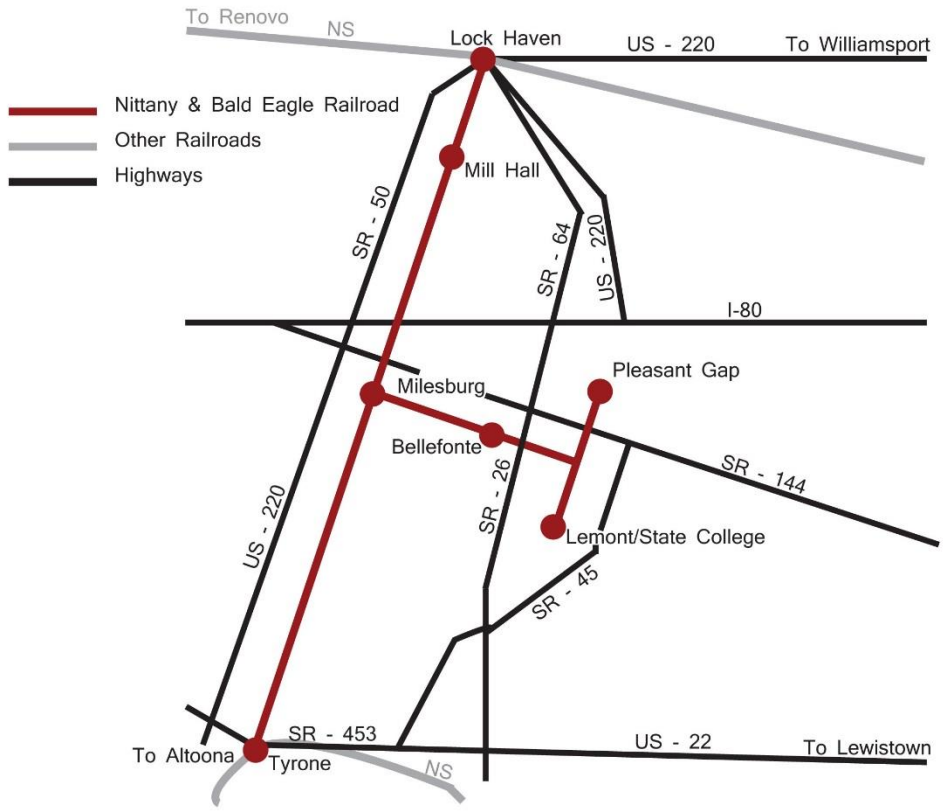
Lycoming Valley Railroad (LVRR)

The LVRR is a 48.7-mile Class III short line railroad in Clinton and Lycoming Counties. Access to Class I rail is available via a connection to NS in Sunbury, Northumberland County. It is the largest short line on the North Shore Railroad Company System (by traffic volume) and operates on tracks owned by the SEDA-COG JRA. This railroad consists of approximately 48.7 miles of track located primarily in Lycoming and Clinton Counties. In the year 2014, this railroad served approximately 32 customers and moved approximately 15,086 carloads. The major commodities hauled on this line are sand and railroad ties. A copy of the system map is provided below, as obtained from www.nshr.com on 11/12/15, and a detailed breakdown of the major commodities, as provided by the SEDA-COG JRA, is included with this memorandum.



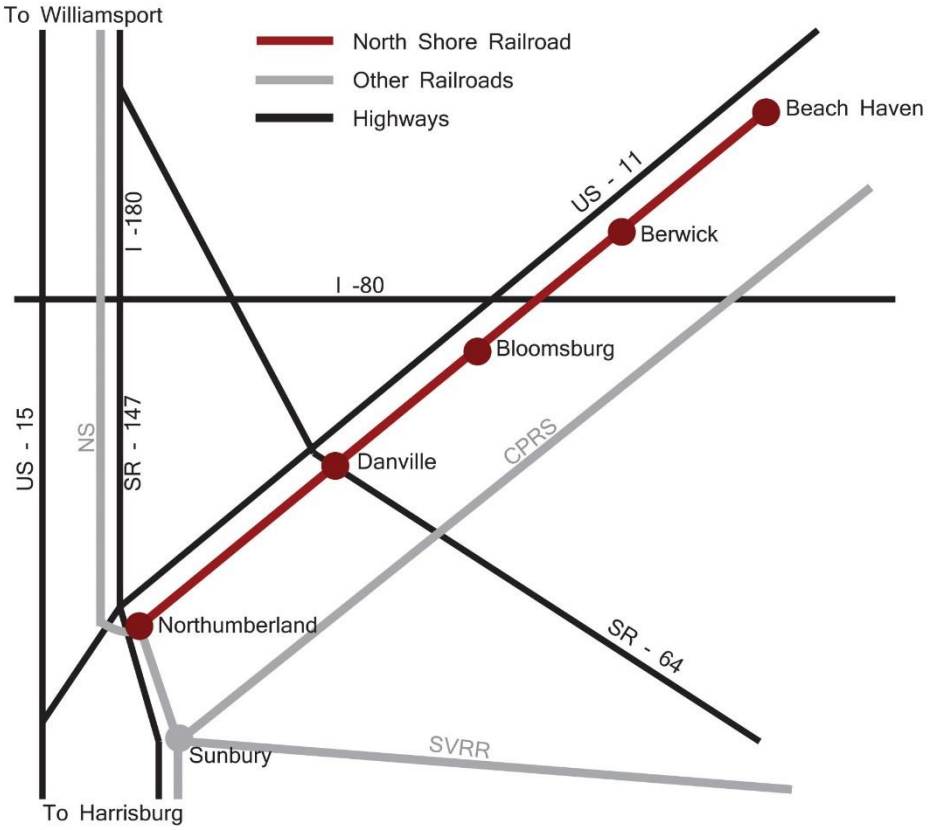
Nittany & Bald Eagle Railroad (NBER)

The NBER is an 82-mile Class III short line railroad that interchanges with NS in Lock Haven, Clinton County, and Tyrone, Blair County, and provides a trackage connection to NS in Sunbury, Northumberland County. The NBER is part of the North Shore Railroad Company system and operates on infrastructure owned by the SEDA-COG Joint Rail Authority. Major commodities hauled on this line include stone, general merchandise, coal, limestone, and wood pulp. In the year 2014, the line served approximately 17 customers and handled approximately 6,684 carloads. A copy of the system map is provided below, as obtained from www.nshr.com on 11/12/15, and a detailed breakdown of the major commodities, as provided by the SEDA-COG JRA, is included with this memorandum.



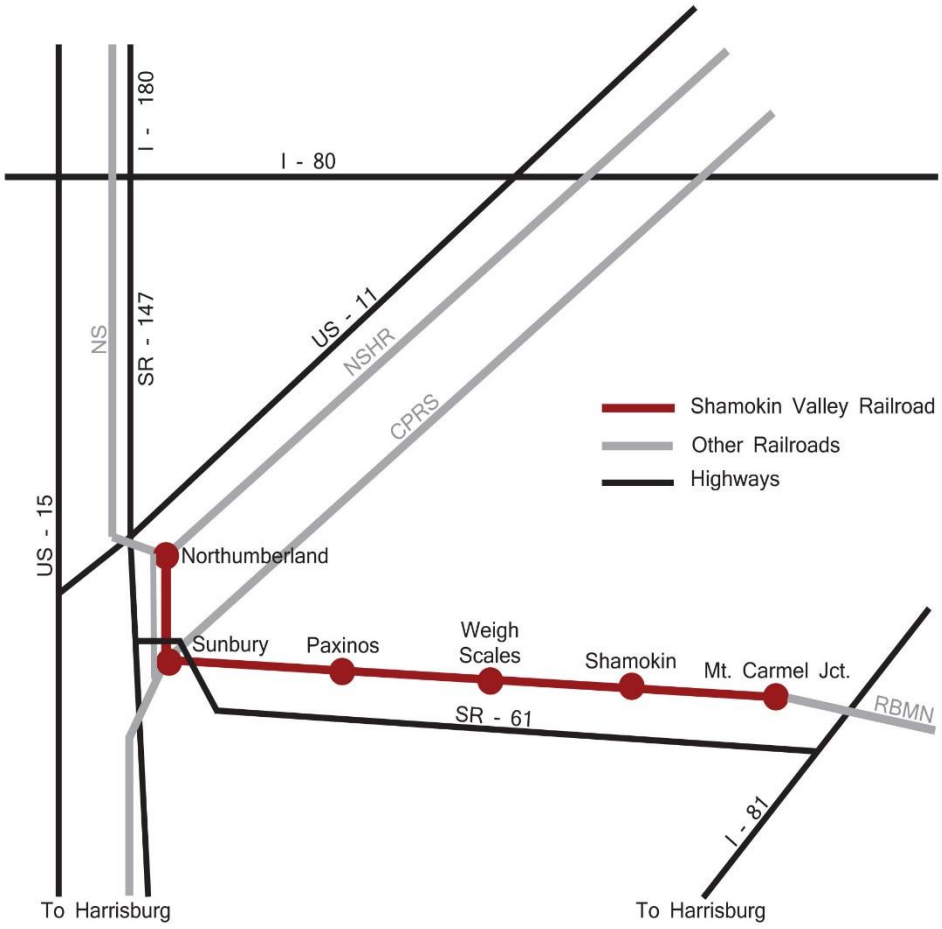
North Shore Railroad (NSHR)

The NSHR is a 43.5-mile Class III short line railroad. Class I rail access is provided via an interchange with NS in Sunbury, Northumberland County. The line primarily serves Columbia, Montour, and Northumberland Counties. Major commodities handled along this line include grains, plastics, scrap metals, and concrete vaults. The NSHR is part of the North Shore Railroad Company system and operates on infrastructure owned by the SEDA-COG Joint Rail Authority. In the year 2014, the line served approximately 10 customers and handled approximately 1,419 carloads. A copy of the system map is provided below, as obtained from www.nshr.com on 11/12/15, and a detailed breakdown of the major commodities, as provided by the SEDA-COG JRA, is included with this memorandum.



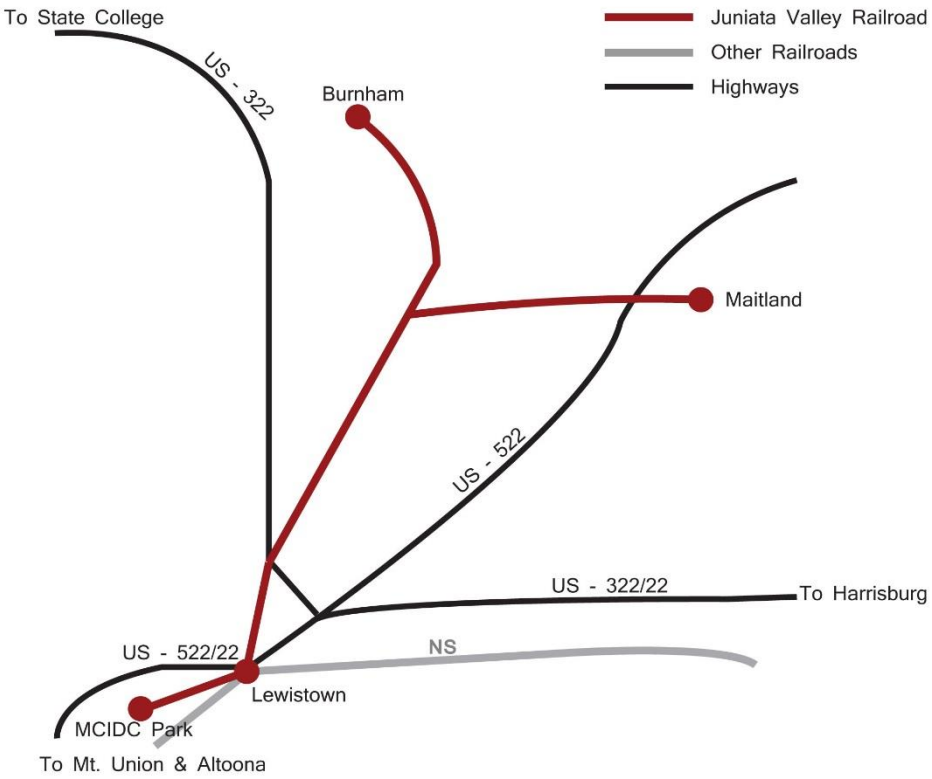
Shamokin Valley Railroad (SVRR)

The SVRR is a 27.4-mile Class III short line railroad in Northumberland County, PA. Access to Class I rail is available via a connection to NS in Sunbury, Northumberland County. In the year 2012, a new Transloading facility was constructed in Shamokin, Northumberland County, which can accommodate 10 railcars for truck to rail transfer. The SVRR is part of the North Shore Railroad Company system and operates on infrastructure owned by the SEDA-COG Joint Rail Authority. In 2014, approximately 6 customers were served by this line and approximately 120 carloads were handled. The major commodities hauled on this line are carbon products and wood pulp. A copy of the system map is provided below, as obtained from www.nshr.com on 11/12/15, and a detailed breakdown of the major commodities, as provided by the SEDA-COG JRA, is included with this memorandum.



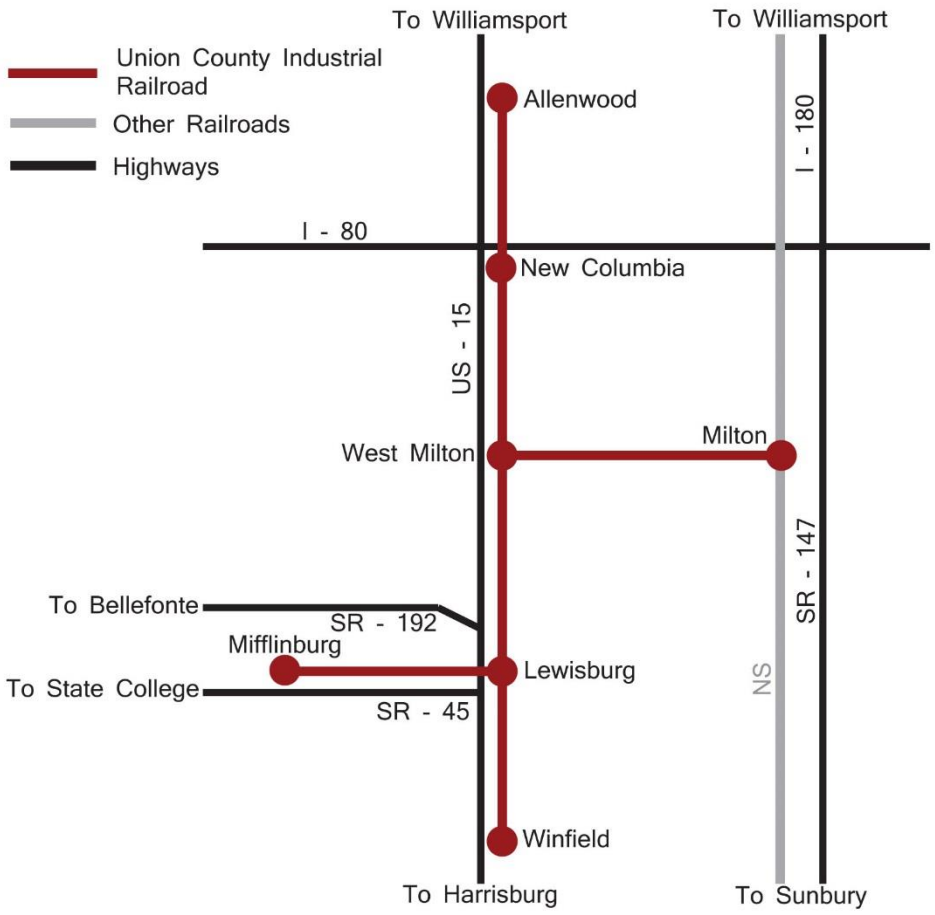
Juniata Valley Railroad (JVRR)

This is a 17-mile Class III short line railroad which provides access to NS service in Lewistown, Mifflin County. The JVRR primarily serves Mifflin County and is part of the North Shore Railroad Company system that operates on infrastructure owned by the SEDA-COG Joint Rail Authority. Major commodities hauled on this line include scrap and finished metals, plastics, fertilizer and pulp. In 2014, approximately 9 customers were served and in the year 2013, approximately 2,782 carloads were handled (2014 totals were unavailable). A copy of the system map is provided below, as obtained from www.nshr.com on 11/12/15, and a detailed breakdown of the major commodities, as provided by the SEDA-COG JRA, is included with this memorandum.



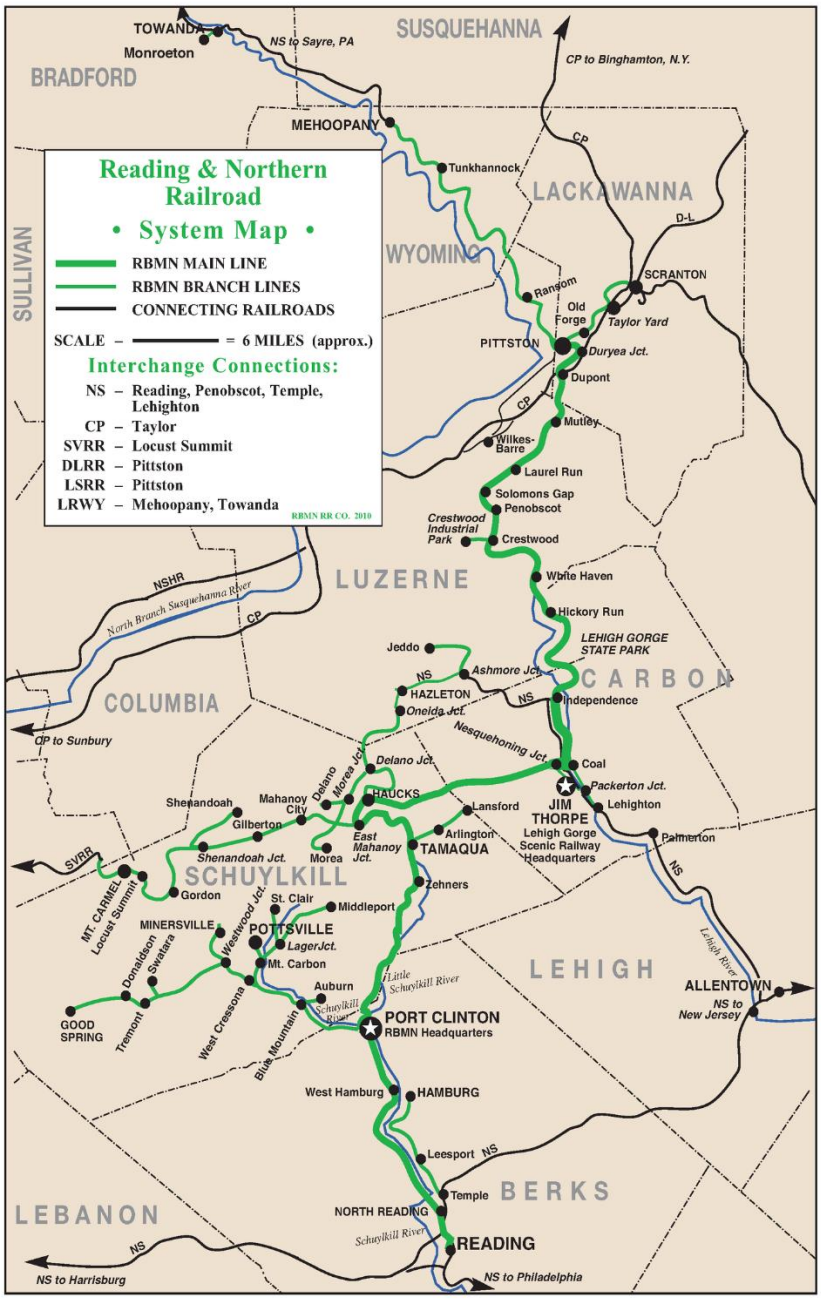
Union County Industrial Railroad/White Deer & Reading Railroad (UCIR/WD&R)

The UCIR is a 20.4-mile Class III short line rail road which serves primarily Union County and provides access to Class I services (NS) in Sunbury, Northumberland County, PA. The line also provides a recently restored service to Great Stream Commons, a site in Allenwood, Union County that is notable for offering both highway and rail access to land capable of accommodating a two million square foot building. The UCIR line is part of the North Shore Railroad Company system that operates on infrastructure owned by the SEDA-COG Joint Rail Authority. In the year 2014, approximately 5 existing customers were served by this line and an estimated 800 carloads were handled. A copy of the system map is provided below, as obtained from www.nshr.com on 11/12/15.



Reading, Blue Mountain and Northern Railway (RBMN)

The RBMN is a privately held Class III railroad that serves over 50 customers in nine eastern Pennsylvania Counties, including Northumberland and Columbia counties within the SEDA-COG MPO. Throughout Pennsylvania, RBMN owns approximately 327 miles of track. However, within the SEDA-COG MPO, the extent of track is limited and serves to provide a connection to SVRR at Locust Summit, Northumberland County. A copy of the RBMN system map is provided below, as obtained from www.rbmnrr.com.



2.3 MAJOR FACILITIES

As previously noted, freight generated within the SEDA-COG MPO region is primarily associated with manufacturing and the extraction of natural resources. In the year 2014, an estimated 2,689,100 tons of commodities, or approximately 26,891 carloads of freight were handled by the SEDA-COG Joint Rail Authority. As such, the movement of this freight is critical to the local economy and daily operations of many businesses. Exported materials are shipped through the SEDA-COG MPO to regional and national locations such as Pennsylvania, Florida, Illinois, and the Port of Baltimore (primarily coal). Inbound materials arrive from locations such as the United States Gulf Coast, the United States mid-west, Canada, New York, New Jersey, and Delaware. To complete the journey, it is often necessary to switch freight to other regional carriers or Class I carriers, or to transload freight to / from trucks for transport throughout the highway system. Accordingly, complimentary facilities are present throughout the MPO to support this need. It should be noted that in addition to facilities owned by the rail carriers, certain existing industries have on-site loading operations and private lines connecting to the rail network.

Major industries currently utilizing rail service within the region include the Marcellus Natural Gas Industry, Suburban Propane and UGI, Glen O. Hawbaker, Bulkmatic, Fisher Mining, Frito-Lay, Wise Foods, Koppers, and Del-Monte Foods. In addition, industries with private connections to the railway system include, Standard Steel, Glenn O. Hawbaker, Transco, and Koppers.

A brief discussion of existing transload facilities within the MPO area is listed below:

- Neither the *Pennsylvania Intercity Passenger and Freight Rail Plan*, dated February 2010, nor the draft *Pennsylvania State Rail Plan* dated August 2015 identifies any major intermodal facilities or rail yards within the SEDA-COG Economic Development District region.

- The LVRR currently operates the following Transloading facilities:
  - Newberry Rail Yard, Lycoming County – Bulkmatic Transfer, ground level Team Tracks (Outside MPO)
  - Halls Station, Muncy, Lycoming County – Ground level Team Tracks with Pit (Outside MPO)
  - Saegers Siding, Muncy, Lycoming County – Fenced compound with a ramp for loading and unloading vehicles (Outside MPO)
  - Faxton Street Transload Facility, Williamsport, Lycoming County – Box Car Dock (Outside MPO)

- The NBER currently operates the following transload facilities:
  - Happy Valley Team Track, Pleasant Gap, Centre County – Public Box Car Dock, Single Car Spot (Outside MPO)
  - Port Matilda Team Track, Port Matilda, Centre County – Ground Level Team Track, 250 foot siding (Outside MPO)
  - Tyrone Team Track, Tyrone, Blair County – Multiple ground level Team Tracks (nearly 1 mile long).

- The NSHR currently operates the following transload facilities:
  - BIDA Yard, Berwick, Columbia County – Ground level Team Tracks.
  - Farhinger Dock, Berwick, Columbia County – Ramp Access
  - Yard 11, Northumberland County – Rail car storage, transload and material storage on site.

- The SVRR currently operates the following transload facilities:
  - Shamokin Valley Transload Facility, Northumberland County – Truck to rail transfer of bulk commodities, 1550 rail spur

- The JVRR currently operates the following transload facilities:
  - Mifflin County Industrial Development Corporation Plaza (Lewistown Yard), Lewistown, Mifflin County – Rail yard, dock and Team Tracks
  - Kish Creek Team Track, Burnham, Mifflin County – Ground level Team Track
  - Nittany Oil Transload Facility, Lewistown, Mifflin County – Tank storage, bulk transfer services
  - Jack's Creek Team Track, Maitland, Mifflin County – Ground level Team Track

- The UCIR / WD&R currently operates the following transload facilities:
  - Great Stream Commons, Allenwood, Union County – Transload facility with highway and rail access, ability to support 2 million square foot building

It should also be noted that the opportunity for a regional transload facility was evaluated in the *Multi-Modal Freight Transfer Center Feasibility Study* prepared for the Lycoming County Planning Commission in June 2006. The study concluded that although there was a strong interest and appropriate traffic volumes to establish box intermodal service in Lycoming County, the concept of a terminal in the region is not feasible due to competition from current intermodal service through the Harrisburg terminals. It was acknowledged that due to the location of the region, longer transit times would be required and the new facility would not be able to compete on a cost basis with truck drayage between the area and the Harrisburg terminals.

In addition to transload facilities, Keystone Opportunity Zones (KOZ) are a tool which can be implemented to provide incentives to attract industrial or commercial development to a region. This development typically benefits from accessibility to rail, thus these zones would be a consideration for rail service. Currently, over 4,150 acres have been designated as a KOZ in the SEDA-COG MPO region. The available sources did not specify which sites provide rail access.

3. PROPOSED IMPROVEMENTS

At the time available documents were published, various rail improvements have been proposed within the SEDA-COG MPO region. Similarly, the *Pennsylvania Intercity Passenger and Freight Rail Plan*, dated February 2010, the *Draft Pennsylvania State Rail Plan*, dated August 2015, and the Pennsylvania TIP list an inventory of various Freight Rail Project needs within the statewide rail network. Those projects occurring within the SEDA-COG MPO region are listed below. It should be noted that each project was identified with a near term priority of 1-3 years or mid-term priority of 3-5 years. Thus, the following list represents recognized needs within the rail system. The current status of the projects may range from recent construction to project evaluation or inclusion on the Statewide TIP. Note that some projects were listed for multiple counties, but may only be situated in only one county.

Clinton County

2015-2040

- Bridge Replacement - $7,900,000 – [SEDA-COG]
- Bridge No. 33.84 – Bridge rehabilitation - $2,000,000 – [SEDA-COG]
- Access Improvements – At First Quality Tissue - $500,000 – [SEDA-COG]
- Bridge No. 51.21 – Steel repairs - $300,000 – [SEDA-COG]
- Bridge No. 0.05 over Little Juniata – Bridge rehabilitation - $300,000 – [SEDA-COG]
- Bridge No. 0.24 - Bridge rehabilitation - $300,000 – [SEDA-COG]
- Bridge No. 6.79 - Bridge rehabilitation - $300,000 – [SEDA-COG]
- Yard Track and Main Line Embankment - $300,000 – [SEDA-COG]
- Bridge No. 6.17 - Bridge rehabilitation - $200,000 – [SEDA-COG]
- Bridge No. 20.67 over Williams Run – Bridge Raise - $200,000 – [SEDA-COG]
- Bridge No. 24.68 over Dix Run – Bridge Raise - $200,000 – [SEDA-COG]
- Bridge No. 25.75 over Dewitts Run – Bridge Raise - $200,000 – [SEDA-COG]
- Bridge No. 9.76 – Bridge maintenance - $200,000 – [SEDA-COG]
- Bridge No. 33.84 - Bridge rehabilitation - $200,000 – [SEDA-COG]
- Bridge No. 32.11 - Bridge rehabilitation - $200,000 – [SEDA-COG]
- Bridge No. 33.65 – Bridge repairs - $100,000 – [SEDA-COG]
- Bridge No. 34.05 over Logan Branch – Bridge repairs - $100,000 – [SEDA-COG]
- Bridge No. 22.55 – Bridge repairs - $100,000 – [SEDA-COG]
- Bridge No. 33.79 over Spring Creek – Raise all spans 3” - $100,000 – [SEDA-COG]
- Bridge No. 33.97 - Bridge rehabilitation - $100,000 – [SEDA-COG]
- Bridge No. 33.10 - Bridge rehabilitation - $100,000 – [SEDA-COG]
- Bridge No. 11.96 – Bridge maintenance - <$100,000 – [SEDA-COG]
- Bridge No. 21.46 – Bridge maintenance - <$100,000 – [SEDA-COG]
- Bridge no. 26.01 – Replace with pipe - <$100,000 – [SEDA-COG]
- Bridge No. 31.08 over Bald Eagle Creek - Bridge rehabilitation - <$100,000 – [SEDA-COG]
- Lock Haven Railroad warning devices – [PA TIP]

Columbia County

2010-2013

- Bridge Replacement (MP 194) - $165,000 [SEDA-COG]

2017+

- Safety Upgrade on NSHR – $1,000,000 – [SEDA-COG]

2015-2040

- NS Crescent improvements – Track and Signal upgrades between Sunbury, Northumberland County and the NY/PA state line through Scranton. - $50,000,000 – [NS]*
- Bloomsburg Yard Stabilization Wall - $1,300,000 – [SEDA-COG]*
- Bridge No. 195.88 – Replace and realign - $400,000 – [SEDA-COG]*
- Bridge No. 191.52 - Bridge rehabilitation - $300,000 – [SEDA-COG]*
- Bridge No. 211.27 - Bridge rehabilitation - $300,000 – [SEDA-COG]*
- Bridge Repairs - $300,000 – [SEDA-COG]*
- Bridge No. 196.75 – Bridge repairs - $200,000 – [SEDA-COG]*
- Bridge No. 196.89 – Bridge repairs - $200,000 – [SEDA-COG]*
- Bridge No. 209.99 – Bridge repairs - $200,000 – [SEDA-COG]*
- Bridge No. 204.90 – Replace with box culvert, raise track profile - $200,000 – [SEDA-COG]*
- Bridge No. 186.18 - Replace with box culvert, raise track profile - $100,000 – [SEDA-COG]*
- Bridge No. 194.07 – Replace with box culvert, realign stream - $100,000 – [SEDA-COG]*
- Bridge No. 180.55 – Bridge repairs - $100,000 – [SEDA-COG]*
- Bridge No. 192.01 – Bridge repairs - $<$100,000 – [SEDA-COG]*
- Ridge Street (T-496) and Bissets Lane (T-504) – Railroad Warning Devices – [PA TIP]

Mifflin County

2014-2016

- Lewistown Street Running Track Reconstruction (1,700 feet) - $2,200,000 – [SEDA-COG]

2015-2040

- Burnham Rail Yard – Develop 19 acre rail yard in Burnham - $TBD – [JVRR]
- Lewistown Yard Drainage – Replace old timber box culvert - $300,000 – [SEDA-COG]
- Turntable upgrade - $200,000 – [SEDA-COG]
- Bridge No. 1.00 over Kishacoquillas Creek – Bridge rehabilitation - $200,000 – [SEDA-COG]
- Bridge No. 0.46 over Juniata River – Bridge rehabilitation - $100,000 – [SEDA-COG]
- Bridge No. 1.51 over Kishacoquillas Creek – Bridge rehabilitation - $100,000 – [SEDA-COG]
- West Park Drain Pipe Outfall – Replace drain pipe - $100,000 – [SEDA-COG]
- Bridge No. 4.53 – Replace timber tie deck - <$100,000 – [SEDA-COG]
- Bridge No. 0.51 over Kishacoquillas Creek – Replace tie deck - $<100,000 – [SEDA-COG]
- Bridge No. 3.25 over Kishacoquillas Creek – Bridge rehabilitation - <$100,000 – [SEDA-COG]
- MCIDC Plaza and Mifflin County Industrial Park Improvements – Road crossing and track upgrade - $200,000 – [SEDA-COG]
- Bridge Street / Mill Street Railroad Warning Device – [PA TIP]

Montour County

2015-2040

- NS Crescent improvements – Track and Signal upgrades between Sunbury, Northumberland County and the NY/PA state line through Scranton. - $50,000,000 – [NS]*
- Bloomsburg Yard Stabilization Wall - $1,300,000 – [SEDA-COG]*
- Bridge No. 195.88 – Replace and realign - $400,000 – [SEDA-COG]*
- Bridge No. 191.52 - Bridge rehabilitation - $300,000 – [SEDA-COG]*
- Bridge No. 211.27 - Bridge rehabilitation - $300,000 – [SEDA-COG]*
- Bridge Repairs - $300,000 – [SEDA-COG]*
- Bridge No. 196.75 – Bridge repairs - $200,000 – [SEDA-COG]*
- Bridge No. 196.89 – Bridge repairs - $200,000 – [SEDA-COG]*
- Bridge No. 209.99 – Bridge repairs - $200,000 – [SEDA-COG]*
- Bridge No. 204.90 – Replace with box culvert, raise track profile - $200,000 – [SEDA-COG]*
- Bridge No. 186.18 - Replace with box culvert, raise track profile - $100,000 – [SEDA-COG]*
- Bridge No. 194.07 – Replace with box culvert, realign stream - $100,000 – [SEDA-COG]*
- Bridge No. 180.55 – Bridge repairs - $100,000 – [SEDA-COG]*
- Bridge No. 192.01 – Bridge repairs - $<$100,000 – [SEDA-COG]*
- Continental Blvd. Railroad warning devices – Over NS railroad – [PA TIP]

Northumberland County

2010-2013

- Installation of Ties and Timber (cross ties and bridge timber) - $685,000* -- [North Shore Railroad]
- Tamaqua to Mt. Carmel Safety and Corridor Improvement Project – Replace 12,000 cross ties – $2,000,000 – [RBMN]
- Rehabilitation of Mahanoy & Shamokin Branch – Replace ties, rail, otm, and surfacing - $1,714,285 – [RBMN]

2014-2016

- SEEDCO Industrial Park Sidings - $2,700,000 – [SEDA-COG]

2015-2040

- NS Crescent improvements – Track and Signal upgrades between Sunbury, Northumberland County and the NY/PA state line through Scranton. - $50,000,000 – [NS]*
- Bloomsburg Yard Stabilization Wall - $1,300,000 – [SEDA-COG]*
- Bridge No. 195.88 – Replace and realign - $400,000 – [SEDA-COG]*
- Bridge No. 191.52 - Bridge rehabilitation - $300,000 – [SEDA-COG]*
- Bridge No. 211.27 - Bridge rehabilitation - $300,000 – [SEDA-COG]*
- Bridge Repairs - $300,000 – [SEDA-COG]*
- Bridge No. 196.75 – Bridge repairs - $200,000 – [SEDA-COG]*
- Bridge No. 196.89 – Bridge repairs - $200,000 – [SEDA-COG]*
- Bridge No. 209.99 – Bridge repairs - $200,000 – [SEDA-COG]*
- Bridge No. 204.90 – Replace with box culvert, raise track profile - $200,000 – [SEDA-COG]*
- Bridge No. 186.18 - Replace with box culvert, raise track profile - $100,000 – [SEDA-COG]*
- Bridge No. 194.07 – Replace with box culvert, realign stream - $100,000 – [SEDA-COG]*
- Bridge No. 180.55 – Bridge repairs - $100,000 – [SEDA-COG]*

- Bridge No. 192.01 – Bridge repairs - $<$100,000 – [SEDA-COG]*
- Bridge No. 154.84 - Bridge rehabilitation - $700,000 – [SEDA-COG]
- Bridge No. 155.22 - Bridge rehabilitation - $400,000 – [SEDA-COG]
- Drainage Improvement for 1-mile from Tipple - $300,000 – [SEDA-COG]
- Bridge No. 14.95 - Bridge rehabilitation - $200,000 – [SEDA-COG]
- Bridge No. 22.50 – Fill in void between pipe and old rail top - $200,000 – [SEDA-COG]
- Bridge No. 17.39 – Bridge repairs - $100,000 – [SEDA-COG]
- Bridge No. 152.95 – Rebuild one wing wall - $100,000 – [SEDA-COG]
- Bridge No. 151.29 – New timber parapet wall - <$100,000 – [SEDA-COG]
- Bridge No. 146.24 – Repair parapet - <$100,000 – [SEDA-COG]
- SR 0044 and Center Street Rail Road Crossing – Highway grade crossing. – [PA TIP]

Union County

2015/2016

- Installation of Ties and Timber (cross ties and bridge timber) - $685,000* -- [North Shore Railroad]

*Denotes a duplicate listing spanning more than one county within the SEDA-COG MPO region.

In addition to the projects listed in the *Pennsylvania Intercity Passenger and Freight Rail Plan*, *Draft Pennsylvania State Rail Plan,* and the Pennsylvania TIP, projects have been identified by the SEDA-COG JRA. Included with this memorandum are listings of SEDA-COG 2015 projects, rail projects completed between the years 2010 and 2015, and a SEDA-COG JRA capital budget depicting the status and priority of various projects. The specific line-item cost information has been removed. Note that some projects may overlap with projects listed in the *Pennsylvania Intercity Passenger and Freight Rail Plan*, *Draft Pennsylvania State Rail Plan,* and the Pennsylvania TIP.

ATTACHMENT #1.

Time Table – 2015 Public Passenger Train Excursions

Time Table - 2015 Public Passenger Train Excursions

Date	Time	No. of Trips	Track	Sponsor	Event	Contact for Tickets	Organization Contact	From	To
May 23, 2015	10:30 a.m. 1:00 p.m. 3:30 p.m.	3	SVRR	Shamokin 150th Anniversary Committee	Anthracite Heritage Express	Bill Milbrand 570-847-3842 bill@catawese.com	Bill Milbrand 570-847-3842 bill@catawese.com	Parking lot in Shamokin between Market & 8th Streets	Yellow Hill Road (first trip) Reed Station (second trip) Yellow Hill Road (third trip)
June 20, 2015	9:00 a.m. 12:00 p.m. 3:00 p.m.	2	NBER	Downtown Lock Haven, Inc.	Train to the Cruise	Natasha Gorham 570-748-1576 ngorham@lockhaven.org	Bob Rolley 570-971-4131 broilley@lockhaven.com	Lock Haven Bellefonte Bellefonte	Bellefonte Pleasant Gap Lock Haven
August 15, 2015	9:00 a.m. 11:00 a.m. 1:00 p.m.	3	SVRR	Sunbury's Revitalization, Inc.	Riverfest Train	Tina Nail 570-286-7768 tnail@sunburypa.org	Mark Lawrence mlawrence@wkok.com	Sunbury	Snydertown
October 10, 2015	10:00 a.m. 2:00 p.m.	2	NSHR	Roaring Creek & Catawissa Valley Historical Study Group	Fall Foliage	Steve Campbell 570-441-1422 sec799@ptd.net	Steve Campbell 570-441-1422 sec799@ptd.net	Catawissa Legion	Northumberland
October 16, 2015	6:00 p.m. 8:00 p.m.	2	NBER	Bellefonte Historical Railroad Society	Halloween	814-355-1053 info@bellefontetrain.org	Andrew W. Richards 814-355-1053 info@bellefontetrain.org	Bellefonte	Fish Hatchery
October 17, 2015	10:00 a.m. 1:00 p.m.	2	NBER	Bellefonte Historical Railroad Society	Fall Foliage	814-355-1053 info@bellefontetrain.org	Andrew W. Richards 814-355-1053 info@bellefontetrain.org	Bellefonte	Pleasant Gap (first trip) Tyrone (second trip)
October 18, 2015	1:00 p.m. 4:00 p.m.	2	NBER	Bellefonte Historical Railroad Society	Fall Foliage	814-355-1053 info@bellefontetrain.org	Andrew W. Richards 814-355-1053 info@bellefontetrain.org	Bellefonte	Lemont (first trip) Sayers Dam (second trip)
October 24, 2015	11:00 a.m. 1:30 p.m. 4:00 p.m.	3	LVRR	Williamsport/Lycoming Chamber of Commerce	Fall Foliage	570-327-7700 visitorinfo@williamsport.org	Jason Fink 570-326-1971 (work) 570-419-2634 (cell) jfink@williamsport.org	Maynard Street Williamsport	Muncy River Bridge
October 25, 2015	12:00 p.m. 2:00 p.m. 4:00 p.m.	3	LVRR	Williamsport/Lycoming Chamber of Commerce	Great Pumpkin	570-327-7700 visitorinfo@williamsport.org	Jason Fink 570-326-1971 (work) 570-419-2634 (cell) jfink@williamsport.org	Maynard Street Williamsport	Airport
November 28, 2015	10:00 a.m. 12:00 p.m. 2:00 p.m. 4:00 p.m. 6:00 p.m.	5	NSHR	Downtown Bloomsburg, Inc. Columbia-Montour Chamber of Commerce	Christmas	Laura Haden 570-784-2522 dbimanager@cmpartnership.org Fred Gaffney 570-784-2522 fgaffney@cmpartnership.org	Laura Haden 570-784-2522 dbimanager@cmpartnership.org Fred Gaffney 570-784-2522 fgaffney@cmpartnership.org	Market Street Bloomsburg	Catawissa
November 29, 2015	12:00 p.m. 2:00 p.m. 4:00 p.m.	3	NSHR	Downtown Bloomsburg, Inc. Columbia-Montour Chamber of Commerce	Christmas	Laura Haden 570-784-2522 dbimanager@cmpartnership.org Fred Gaffney 570-784-2522 fgaffney@cmpartnership.org	Laura Haden 570-784-2522 dbimanager@cmpartnership.org Fred Gaffney 570-784-2522 fgaffney@cmpartnership.org	Market Street Bloomsburg	Catawissa

Time Table - 2015 Public Passenger Train Excursions

Date	Time	No. of Trips	Track	Sponsor	Event	Contact for Tickets	Organization Contact	From	To
December 4, 2015	5:00 p.m. 7:00 p.m. 9:00 p.m.	3	SVRR	Fort Discovery Playground	Christmas	Debbie Huffert 570-898-7222 debhuff@ptd.net	Debbie Huffert 570-898-7222 debhuff@ptd.net Fran Zartman 570-259-1789 fczartman@gmail.com	Sunbury	Anthracite Road
December 6, 2015	12:00 p.m. 2:00 p.m. 4:00 p.m. 6:00 p.m.	4	SVRR	Fort Discovery Playground	Christmas	Debbie Huffert 570-898-7222 debhuff@ptd.net	Debbie Huffert 570-898-7222 debhuff@ptd.net Fran Zartman 570-259-1789 fczartman@gmail.com	Sunbury	Anthracite Road
December 11, 2015	6:00 p.m. 8:00 p.m.	2	LVRR	Williamsport/Lycoming Chamber of Commerce	Christmas	570-327-7700 visitorinfo@williamsport.org	Jason Fink 570-326-1971 (work) 570-419-2634 (cell) jfink@williamsport.org	Maynard Street Williamsport	Williamsport Airport
December 12, 2015	10:00 a.m. 12:00 p.m. 2:00 p.m. 4:00 p.m. 6:00 p.m.	5	LVRR	Williamsport/Lycoming Chamber of Commerce	Christmas	570-327-7700 visitorinfo@williamsport.org	Jason Fink 570-326-1971 (work) 570-419-2634 (cell) jfink@williamsport.org	Maynard Street Williamsport	Williamsport Airport
December 13, 2015	12:00 p.m. 2:00 p.m. 4:00 p.m. 6:00 p.m.	4	LVRR	Williamsport/Lycoming Chamber of Commerce	Christmas	570-327-7700 visitorinfo@williamsport.org	Jason Fink 570-326-1971 (work) 570-419-2634 (cell) jfink@williamsport.org	Maynard Street Williamsport	Williamsport Airport
December 18, 2015	6:00 p.m. 8:00 p.m.	2	NBER	Bellefonte Historical Railroad Society	Santa Express	814-355-1053 info@bellefontetrain.org	Andrew W. Richards 814-355-1053 info@bellefontetrain.org	Bellefonte	Fish Hatchery
December 19, 2015	10:00 a.m. 12:00 p.m. 2:00 p.m. 4:00 p.m. 6:00 p.m.	5	NBER	Bellefonte Historical Railroad Society	Santa Express	814-355-1053 info@bellefontetrain.org	Andrew W. Richards 814-355-1053 info@bellefontetrain.org	Bellefonte	Fish Hatchery
December 20, 2015	12:00 p.m. 2:00 p.m. 4:00 p.m. 6:00 p.m.	4	NBER	Bellefonte Historical Railroad Society	Santa Express	814-355-1053 info@bellefontetrain.org	Andrew W. Richards 814-355-1053 info@bellefontetrain.org	Bellefonte	Fish Hatchery

Appendix B County and State Goals Matrix

SEDA-COG MPO Long Range Transportation Plan
Transportation Related Issues and Goals from County Comprehensive Plans

County (Comp Plan Date)	Primary Transportation Issues	Transportation Goals/Action Plan

Clinton County
(2014)
	• Maintenance of bridges, culverts, pavement
	• Marcellus impacts
	• Rail access (related to Marcellus activity)
		• Address the lack of public transportation options by encouraging the development of alternative mobility systems, including transit and bicycle/pedestrian facilities, where appropriate.
		  ○ Develop a public shuttle bus service.
		  ○ Advocate for bus service for special events and specific destinations.
		  ○ Evaluate the need for park and ride facilities.
		  ○ Increase bicycle and pedestrian facilities and connections.
		• Improve access for trucks to Western Clinton County to assist with economic development in the area.
		  ○ Identify specific improvements and to have them added to the PennDOT Twelve Year Program.
		• Encourage the continuation and expansion of rail service in the County.
		  ○ Continue to work closely with the SEDA-COG to identify rail service improvements within Clinton County.
		  ○ Monitor operations of Norfolk-Southern and their future plans.
		  ○ Work with existing and potential new businesses to identify rail needs and issues.
		  ○ Work with the Economic Partnership to promote the County's existing rail services for new business development.
		  ○ Explore opportunities for better connection to other transportation modes, including air, road, and transit.
		  ○ Explore the potential for additional leisure excursion trains.
		• Make Piper Airport an integral part of the County's transportation and economic development network.
		  ○ Support needed improvements to the airport facilities as identified in the PennDOT Twelve Year Program.
		  ○ Improve connectivity with other modes of transportation.
		  ○ Continue efforts to attract additional charter services at the Airport.
		  ○ Market sport pilot licenses and the light-sport aircraft industry.
		• Organize to ensure that US 220 is upgraded to I-99 status.
		  ○ Establish strategic alliances with adjacent counties and SEDA-COG to re-instate projects to continue the upgrade US 220 to Interstate standards and completion of I-99.
		  ○ Develop improvements that are coordinated, improve the visual and safety standards of the PA 150 corridor.

Columbia County (1993)	• Economic development and well-being • Coordination/Collaboration • Quality of life • Youth issues • Environmental issues	• Identify new transportation facilities and projects that are needed throughout the County. • Identify congestion problems and possible alternative actions and solutions for U.S. Route 11.
Juniata County (2009)	• Maintenance of bridges, culverts, pavement • Intersection safety • Congestion on commuter routes and within population centers • Maintenance of dirt roads • Need for a park & ride lot	• Ensure a safe and adequate multi-modal transportation network throughout the county, serving both existing and anticipated transportation needs, and retaining both functional attributes and scenic qualities of roadways as new development and improvements occur within designated growth areas.
Mifflin County (2014)	• Safety at US 322/Ferguson Valley Road interchange • Parking in Downtown Lewistown • Roadway safety in the US 522 corridor • Intersection congestion and safety	To achieve and sustain a complete, safe, and efficient multi-modal transportation system. <u>Objectives:</u> • Access and Connectivity: Encourage the planning, provision and maintenance of a complete surface transportation system (i.e., highway, rail, transit, bicycle and pedestrian networks) to interconnect community and employment destinations in areas of existing and planned development, as indicated in the Land Use Plan. • Freight: Improve, expand and market the county's air- and rail-related facilities. • Safety: Support mobility and safety improvements across the transportation system.

SEDA-COG MPO Long Range Transportation Plan
Transportation Related Issues and Goals from County Comprehensive Plans

County (Comp Plan Date)	Primary Transportation Issues	Transportation Goals/Action Plan
Montour County (2009)	• Heavy truck traffic access via I-80 interchanges. • Amish buggy traffic. • Pedestrian traffic in population centers. • Employee and patient traffic related to the Geisinger Medical Center complex. • Congestion on primary routes (US 11, PA 54/I-80, PA 54/PA 254) related to the developed land uses • Congestion within population centers. • Maintenance of bridges, culverts, pavement • Maintenance of short rail service to manufacturers and other shippers. • Provision of transit service.	To assure that a safe, efficient and context-sensitive transportation network is maintained and improved <u>Objectives:</u> • Encourage traffic and pedestrian enhancements on existing state and local roads • Encourage traffic law enforcement especially involving speed and truck traffic • Encourage planning and programming of bridge rehabilitation/replacement for public safety • Ensure that new development minimizes impacts on the existing roadway network and public safety • Work and partner with private and public partners to maintain and enhance freight rail service especially for industrial users and potential industrial sites in and around the Washingtonville – Strawberry Ridge area • Develop and complete a balanced pedestrian, buggy and bicycle transportation networks, including hiking trails, bikeways, greenways, special travel lanes/signage, resulting in a network that serves the Danville area and the more rural areas of the County • Encourage additional public transportation opportunities for more rural areas of the County • Study Public Transit from other nearby communities for Geisinger employees
Northumberland County (2005)	• Designation of areas of the County that can support future growth. • Traffic volume growth but few capacity improvements. • Limited access to much of the County to the Interstate highways • Suburb-to-suburb movements have overburdened rural and suburban roads, forcing traffic to use residential streets. • Dependency on the single-occupant vehicle. • Single-use zoning that encourages increased trip-making. • Inadequate development regulations, design standards, and state policies for driveway permits erodes capacity of the highway system, adds uncontrolled access, and induces crash problems. • Insufficient highway funding. • Environmental clearance is significant challenge for projects of all sizes.	• Implement a process for monitoring highway congestion, identifying problem areas and recommended improvements. • Develop and promote strategies to manage transportation demand, including car- and van-pooling, increased use of mass transportation, and the use of pedestrian and bicycle networks. • Work with SEDA-COG to identify hazardous highway segments and implement projects to mitigate safety issues. • Specify uniform highway design standards that are to be incorporated into each municipality's development control ordinances. • Encourage municipal development of off-street parking in densely developed areas, rather than on street parking—particularly on arterial roadways. • Preserve corridor capacity by discourage the practice of allowing individual access points for strip commercial and residential development. Encourage corridor protection strategies, including the use of loop roads, parallel frontage roads, extended streets and reverse frontage. Municipalities should incorporate these principles into their land development and subdivision ordinances.

Snyder County
(2001)
	• U.S. Routes 11/15 and 522 are the county's major transportation corridors.
	• Cable guide rail is prevalent along most roadways in Snyder County.
	• The county's transportation network is significantly impacted by local terrain, resulting in numerous steep grades on roadways.
	• Many local road alignments are defined by sharp curves; 90 degrees or greater. However, none appeared to have accident problems, which may result from their low traffic volumes.
	• Improvements to U.S. Routes 11/15 have been essential in reducing travel times to points south and north.
	• Drainage problem areas have occurred along State Route 1023 just east of U.S. Route 11/15.
	• Flooding along major roadways has not been a major problem. Improvements made to U.S. Route 11/15 have alleviated flooding problems that used to occur from Port Trevorton south to the Snyder/Juniata County line.
	• Many of the county's minor state roads have very narrow to no shoulders.
		• Annually identify, prioritize, and implement transportation system improvements.
		  ○ Encourage the establishment of a transportation committee.
		  ○ Keep the public/citizens informed of the process and recommendations for support and involvement.
		• Efforts should be made to improve public transit service between Selinsgrove, Sunbury, and Lewisburg.
		• Promote the Penn Valley Airport as a benefit to economic development opportunities.
		  ○ Partner with the CSV COC to recruit businesses that would utilize airport facilities.
		  ○ Continue to encourage municipal/community support in the operation of the Airport Authority.
		  ○ Encourage the County to take an active role in support, promotion, and development of the Airport.
		• Support activities and/or entities as necessary to strengthen Snyder County and the region's rail freight services.
		  ○ Work with SEDA-COG's Joint Rail Authority, and the CSV COC to recruit rail uses to the area.
		  ○ Preventative maintenance needs to be addressed, railroad crossings need to be better marked or signalized.
		• Enhance communications with Norfolk Southern rail officials to foster a cooperative relationship.
		• Provide non-vehicular facilities, where possible, to link residential areas to scenic and natural areas, schools, businesses, and other community facilities; non-vehicular facilities include pedestrian walkways, trails, and bikeways.
		  ○ Assist the Snyder County Planning Department with the development of bike routes within the County.
		  ○ Explore funding sources such as Keystone Community Grants, and CDBG monies to develop sidewalks or trails.
		  ○ Encourage municipalities to adopt regulations that require sidewalks and provide design standards.
		• Work with local officials and SEDA-COG to identify and program local and regional transportation system improvements.
		  ○ Work with local officials to evaluate the Plain Sect's transportation issues and concerns.
		  ○ Prepare corridor studies of U.S. Route 522 from Middleburg to Selinsgrove and State Route 35 from Mount Pleasant Mills to Selinsgrove. These studies would look at improving traffic capacities, levels of service, recommend overall improvements including road realignment and widening where necessary, and review land uses along this corridor.

SEDA-COG MPO Long Range Transportation Plan
Transportation Related Issues and Goals from County Comprehensive Plans

County (Comp Plan Date)	Primary Transportation Issues	Transportation Goals/Action Plan
Union County (2009)	Roadways • Peak hour traffic congestion on primary arterial roadways and intersections. • Traffic on cut-through routes. • Multimodal conflicts and mixing among heavy trucks, passenger vehicles, pedestrians, bicycles, and horse-drawn vehicles on facilities not designed to accommodate the mix of modes present. • Truck traffic and deteriorated pavement conditions. • Conflicts between motorized and non-motorized modes on rural roadways. • Driver behavior (speeding, etc.). Rail • Expense of railroad track maintenance and cost to operate. • Development of non-rail-oriented uses on sites with rail access. • Missing railroad bridge infrastructure. Bicycle Travel • Small number of designated bike routes and paths. • Lack of paved shoulders for use by non-motorized modes. Pedestrian Travel • Automobile-oriented development discourages pedestrian access. • Roadways that are popular pedestrian routes lack sidewalk and/or shoulder. • Lack of connectivity with trails networks. • Existing sidewalk is in disrepair. • Installation of sidewalk in new development is frequently waived. Transit • Availability of services to the general public is very limited. Parking • Public parking poorly identified; lack of wayfinding. • The available public parking spaces are not identified as such. • Inadequate distribution of parking in commercial areas. • Parking dominated by largest employers.	Roadways • Union County's road network accommodates all travel modes in a safe and efficient manner. • Reduced automobile usage through increased multimodal transportation options and mixed-use development patterns that reduce the need to drive. • Improved vehicular flow along major corridors through targeted strategies to reduce traffic congestion. • Adopt design standards/policies that balance the need for efficient movement with safety and sensitivity to the surrounding context. Rail • Retail viable rail service and expand as demand warrants. • Provide/protect industrial zoned lands near rail access. • Railbank inactive rail corridors for future use. Bicycle Travel • Develop a network of on-road bike lanes, shoulders, and off-road trails between towns and villages. • Increase bicycle use as a percentage of trips taken by county residents. Pedestrian Travel • Complete sidewalk networks within Union County's towns and villages. • Provide sidewalks, crosswalks, and median refuges in commercial areas for safe pedestrian travel. • Encouraged mixed use development as a method for encouraging pedestrian travel. Transit • Develop convenient, affordable transit service to destinations throughout and beyond Union County. Parking • Clearly mark public parking in Union County's town centers. • Reduce the need for parking by encouraging new mixed-use development, particularly in areas well-served by alternative modes.

SEDA-COG MPO Long Range Transportation Plan
DRAFT Strategic Direction and Objectives from the PA Long Range Transportation Plan

System Preservation

Preserve transportation assets using sound asset management practices within the limitations of available resources

Objectives	Performance Measures
• Optimize pavement conditions • Reduce the number of structurally deficient bridges • Encourage state of good repair initiatives for all modes • Limit the number of load-restricted bridges	• Percent of pavements in excellent, good, fair, and poor condition (International Roughness Index (IRI)) • Pavement structure index (Overall Pavement Index (OPI)) • Percent of structurally deficient bridges by deck area (MAP-21 measure) • Number of "weak bridges" and load-restricted bridges • Average life of bus fleet (as a % of design life)

Safety

Improve statewide safety for all modes and all users

Objectives	Performance Measures
• Reduce statewide transportation system fatalities • Reduce serious injury crashes statewide • Invest in cost-beneficial approaches and technologies that enhance the safety of the transportation system and improve public understanding of high-risk traveling behaviors • Reduce crashes, injuries, fatalities in work zone areas • Promote, develop, and sustain multijurisdictional traffic incident management programs to achieve enhanced responder safety and safe and quick traffic incident clearance	• Number of fatalities and serious injuries (MAP-21 measure) • Rates of crashes with fatalities and serious injuries per VMT • Number of fatalities and serious injuries in work zones • Number of roadway-related bicycle and pedestrian fatalities and serious injuries • Number of rail-crossing fatalities, serious injuries, and incidents

Personal and Freight Mobility

Expand and improve system mobility and integrate modal connections

Objectives	Performance Measures
• Provide modal infrastructure and technology advancements to improve system efficiency and trip predictability and to eliminate bottlenecks • Increase access to jobs/labor/transportation choices in urban, suburban, and rural communities • Support local communities through appropriate and equitable transportation modal options and investments • Enhance multimodal access, with a focus on seniors, persons with disabilities and other disadvantaged populations • Improve first and last mile intermodal access and connections • Support pedestrian and bicycle facility development • Improve bridge under-clearances and intersection geometry	• Annual hours of truck/auto delays (cost of delays) • Annual transit ridership • Percent/number of freight bottlenecks eliminated

Stewardship

Increase efficiency through modernization of assets and streamlining of processes

Objectives	Performance Measures
• Ensure a high standard of quality and maximize effectiveness of agency and user investments • Enhance the performance of the transportation system while protecting the state's natural, cultural, and historic resources • Encourage the development and use of innovative technologies • Support transportation investments to reflect the diversity of Pennsylvanians and their needs • Support coordination of land use and transportation planning • Support economic development • Support technical assistance/training courses offered to municipalities • Support the creation of safe and attractive walking/cycling environments in destination centers • Support clean air initiatives • Promote initiatives aimed at improving system operations and energy efficiency	• Annual savings through PennDOT Next Generation implementation • Timely delivery of approved local projects • Timely delivery of highway occupancy permits (issued for occupancy of highway right-of-way, opening the surface of the highway, placing a facility or structure, or opening an access to the highway)

Appendix C Agency Coordination Meeting & Presentation

Presentation Overview

SEDA-COG MPO Long Range Transportation Plan Overview
201 Furnace Road, Lewisburg, PA 17837

Presentation Focus:
LRTP Update with project highlight for the Central Susquehanna Valley Transportation (CSVT) Project

Attending Representatives:

- SEDA-COG MPO: Jim Saylor, P.E., PTOE, Transportation Planning Director (570.524.4491, jsaylor@seda-cog.org)
- SEDA-COG MPO: Steve Herman, AICP, Transportation Planner (570.524.4491, sherman@seda-cog.org)
- PennDOT District 3-0: Jonathan Ranck, Transportation Planning Specialist, (570.368.4232, jranck@pa.gov)
- Consultant Project Manager: Robert J. Watts, P.E., PTOE, McCormick Taylor, Inc. (814.861.4948, rjwatts@mccormicktaylor.com)
- Consultant Public Outreach Manager: Lugene Keys, McCormick Taylor, Inc. (717-540.6040, lkeys@mccormicktaylor.com)

Presentation Summary

Steve Herman (SEDA-COG MPO) introduced himself and the purpose of the presentation - to present the SEDA-COG MPO's 2016 to 2040 Long Range Transportation Plan (LRTP). Mr. Herman noted that SEDA-COG MPO's last presentation was in 2012 to cover its 2011 to 2035 plan and that plan was amended in 2014 to add the Central Susquehanna Valley Transportation Project (CSVT) to its LRTP. The current 2016 LRTP Update is a significant undertaking, and the SEDA-COG MPO is pleased to have the McCormick Taylor engineers and planning staff on their team to assist.

To provide context, **Mr. Herman** explained that the LRTP update began in June 2015 by engaging steering committee members, stakeholders, and advisory committee members in the initial visioning and data collection phases of the project. Transportation Issues Forums were held in the fall of 2015 and resulted in public input early in the project development process. A project scoring group was also organized to support project review and development as well as project actions and benefits.

Mr. Herman noted that Environmental Justice Workshops were conducted in early April of this year to focus on underserved and disadvantaged populations, and that the public comment period is scheduled to begin in May and continue through early June. A public meeting is scheduled for May 25.

Mr. Herman also provided a brief regional overview of the SEDA-COG MPO region. The SEDA-COG MPO was designated in 2013. The region was formerly an 8-county RPO (rural planning organization). The urbanized area designation of Bloomsburg-Berwick resulted in the change in status once the 2010 census determined that there were over 50,000 people living in that area. There are also 11 urban clusters in the SEDA-COG MPO region—a unique feature of the MPO. Three of those areas are 25,000 people or more, and those areas could reach 50,000 and above in the future. The SEDA-COG MPO

region is comprised of about 3,400 square miles which is nearly 8% of Pennsylvania by area. The total population is nearly 380,000, and the region includes two PennDOT Districts, (PennDOT Engineering Districts 2 and 3). Additionally, at the presentation were Jonathan Ranck, a planning specialist at PennDOT District 3, and Carey Mullins from the Program Center. SEDA-COG MPO also works very closely with PennDOT District 2 staff and focuses on what is best for the region.

Mr. Herman explained that there are two Class I railroads in the MPO region and active short line and regional railroad systems. SEDA-COG has a Joint Rail Authority which is active in six MPO counties, and owns about 200 miles of track. The railroads are key in sustaining manufacturing industries and employers in the region. There is also some Marcellus Shale traffic on those lines.

Mr. Herman noted that there are seven transit agencies, with one (Lower Anthracite Transit System—LATS) being the only fixed route system. The remaining agencies primarily provide demand-responsive service.

Mr. Herman highlighted several features unique to this plan. This is the first plan since the 2013 MPO designation. As part of the MPO designation, SEDA-COG MPO wanted a strategic plan to really guide its long range plans, annual planning work program and other activities. A process was undertaken with the consultant team to set the stage and get the top priorities that people wanted to elevate to the MPO level, and the SEDA-COG MPO worked with their consultant to develop a Public Participation Plan. They secured a lot of data through those efforts that also helped to frame their economic development strategy. The MPO expanded their public outreach efforts significantly.

Mr. Herman provided an overview of the Central Susquehanna Valley Transportation (CSVT) project, a major regional project. It was ranked as the number one project by the MPO a couple of years ago and was the top initiative in the strategic plan. The MPO will continue to work with local officials on land use and economic development issues. Additional detail pertaining to this project and environmental impacts will be provided by Rob Watts later in the presentation.

Mr. Herman also discussed another feature of the LRTP, the Transportation Issues Forums. The forums were highly successful and very well attended. In the past the level of public attendance was low for similar sessions, and people weren't as engaged. These forums were designed to actively engage the meeting attendees and incorporated statewide information and regional results from the online survey conducted in conjunction with the State Transportation Commission's (STC) public outreach efforts for the Twelve Year Program. The SEDA-COG MPO took the public's comments and integrated that with other projects that they had been working on, or project concepts, and invited meeting attendees to visit the mapping and project listings, and then note their problem areas and similar solutions they thought might be effective.

Mr. Herman explained that the MPO also conducted Strategy Days with the PennDOT Districts as part of the LRTP update process. PennDOT's District staff, which included representatives from their bridge, pavement, and design units worked through the asset management philosophy and some of the fiscal management forecast of project estimates.

Mr. Herman noted that another feature of the LRTP is the formalized environmental justice benefits and burdens analysis. The MPO reviewed their projects and evaluated what the benefits and/or burdens would be to minority and poverty populations.

In concluding his portion of the presentation, **Mr. Herman** explained that the MPO's LRTP vision was essentially the same as what they had used for the 2011 plan. The MPO did add the term "economic vitality" to the vision statement as it was important to the MPO membership. The economic focus on the transportation projects also ties to the federal planning factors. The vision statement was crafted by the MPO Steering Committee. The Steering Committee is a core group of 20 to 30 people who are committed to this project. They set the goals and validated the planning work completed. The MPO is pleased to have the perspective of this group as well as PennDOT, and FHWA.

Mr. Herman described a photo that was displayed as part of the PowerPoint presentation—a picture of the Hyner View State Park and the SR 120 bridge overlooking the Susquehanna River. He noted that it was typical of the projects the MPO has been working on (a major rehabilitation of that bridge took place since the 2011 plan). The picture is also a premier snapshot of the environmental features of the MPO region. The MPO strongly supports considerations for the unbuilt natural environment in the Twelve Year Program, its LRTP and regular activities, and is steadfast in the use of the Linking Planning and NEPA (LPN) Tool. The MPO does a lot of outreach with local officials in quantifying impacts to environmental resources. They are trying to do that actively upfront before projects are designed and get too far along in the process. The MPO participates in the environmental and engineering scoping field views that PennDOT schedules, and has been increasing outreach and coordination with resource agencies to continue to build contact lists for all stakeholders. They also appreciate what they hear from the ACM members as they go out for comments on the different plans they are working on. Another thing that has been key with the Steering Committee is improving connectivity to river trails and greenways. The Susquehanna Greenway Partnership (SGP) is housed at SEDA-COG, and the MPO coordinates regularly with them and with their stakeholders. Many comments that were submitted to the STC related to bike/ped needs and facilities to upgrade were submitted through the SGP.

Mr. Herman thanked everyone for their attention, and then introduced Rob Watts to discuss the environmental impacts and the LRTP.

Mr. Watts explained that coordination and outreach is a hallmark of the LRTP process and the federal regulations that are in play to coordinate with everyone present today. These coordination points deal specifically with coordinating the resources responsible for land management, natural resources, and cultural resources so that they can identify mitigation opportunities and conservation measures. The MPO will make comparisons of its plans and projects to resources mostly through the LPN Tool, and facilitate coordination to help meet these requirements of the LRTP process.

Mr. Watts provided background about the plan in conjunction with the PowerPoint presentation which conveyed the TIP projects for the years 2017 through 2020. After that there are two more four-year periods, eight more years of the Twelve Year Program that takes it to about 2028. Then, there is the "Plan Period" that goes from 2029 to 2040. It is that plan period that the MPO is focusing on for the LRTP. Based on financial guidance from PennDOT, the revenue available in the Plan Period was estimated, and 90% of the revenue was set aside as a reserve for asset management projects. For the

remaining 10% of the Plan Period revenue, specific projects were identified by the MPO counties and a project scoring process was implemented to prioritize the projects. The projects were fitted to the funding available through a "fiscal constraint process," which assigned dollars to those projects as far as the money would go. 37 projects fit within the revenue available. 25 of those projects had a physical location and could be evaluated in LPN. The remaining 23 projects did not have a location (e.g., transit, planning type projects), and could not be evaluated in LPN.

Mr. Watts explained that a sample of 35 projects was also pulled from the 2017-2028 Twelve Year Program for evaluation in LPN. The sample was representative of the types of projects throughout the eight county areas. In total, 58 projects were included in the LPN evaluation.

Mr. Watts went on to explain more about the projects that were listed on the presentation slides. All 37 of the Plan Period projects were listed, mapped, and keyed with an ID to see costs and yearly expenditure dollars with project type. Most of the projects selected in the fiscally constrained plan were asset management types of projects (signal systems and bridges). Also included were a number of transit and planning projects. The 37 Plan Period projects were estimated to cost a total of $70 to $80 million dollars, distributed throughout the MPO area both by location and by project type. In large part, the program is system preservation; the MPO is very much keyed into the bridge needs, single systems, aging systems, and the older urban areas that are being renovated, and a series of planning projects that will hopefully continue to feed projects into the project development process. **Mr. Watts** addressed a map that showed the 37 projects which included Twelve Year Program projects that were fed into the LPN system and PNDI Tool for evaluation.

Mr. Watts reviewed the results of the LPN evaluation and described the scoring output from the LPN system. A score of one to ten is provided, to indicate the likelihood of impacting a particular resource, based on the project type and resource. The lengths of the blue bars represents the number of projects receiving a score of 8 or higher, with the length of the grayish blue bars representing projects with a scores of 2 to 7. 58 projects were included in the evaluation. Resources seeing the most likelihood of impact were soils, prime farm land, soils of statewide importance and historic properties and that their proximity to the rivers where many of the population areas are affects floodplains, wetlands, hydric soils, watersheds and then to a lesser degree hazardous waste and archaeological resources.

For discussion, the project locations were overlaid onto mapping of the top impacted resources. The first map combined soil & water quality, considering high value wetlands, high value streams, Act 167 watersheds, and prime farmland layers. On an eight-county scale projects mostly fall in the areas that are near the river and population areas. They are near the tracts of farm lands and wetlands. Another map overlaid the projects with historical properties. The concentration of the historic properties is around the areas of highest population which is also where many projects are located. **Mr. Watts** pointed out another map depicting hazardous waste monitored sites. Finally, the sites with archaeological potential and project locations were shown.

A search of the PA Natural Diversity Inventory (a.k.a., "PNDI search") was completed using a sample of 20 Twelve Year Program projects. The PNDI includes threatened or endangered species and their habitats. Eight of the 20 projects had potential impacts with threatened and endangered species. The potential impacts reflected two species identified specifically in the CSVT environmental studies.

Mr. Watts paused at this point to ask if there was any data or high value resources that should be incorporated into the planning and programming processes that have been omitted, in addition to the LPN process and its associated environmental data. He opened the floor for feedback and comment on what was presented thus far.

> ***Comment:*** *A new predictive model for archaeological impacts was recently rolled out, and a new layer has been added to the LPN system to identify places where there is high archaeological potential based on the soils, slope and the proximity to the streams.* ***Mr. Watts*** *asked if the model is part of the LPN system. The commenter responded that he wasn't sure if it has been worked into the LPN system or not.* ***Mr. Watts*** *indicated that there was an archaeological component in the LPN system. The commenter noted that this has just recently been rolled out—about one month ago so it's probably too late for it to be incorporated into the SEDA-COG MPO LRTP.*

Joe Baker responded that the layers are here in the PennDOT building, and some can access those layers. The plan is for them to become part of the cultural resources GIS system. The original date for that to happen was supposed to be this past February; it has been pushed back due to other priorities. The goal for funding it was to produce a tool that is usable for planners. They anticipate it being available this calendar year. They are trying to test it in the field this summer.

Mr. Watts moved on to the discussion on the CSVT project introducing **Jonathan Ranck** from PennDOT District 3 to provide additional information as necessary and to assist with responses to questions. The Central Susquehanna Valley Transportation Project (CSVT), some call the thruway project, is 13-miles of new four-lane limited access highway through three counties in the SEDA-COG MPO area: Snyder, Northumberland, and Union Counties. A map showing the project was conveyed in the PowerPoint presentation. **Mr. Watts** identified the interchange east of Selinsgrove, and traced the preferred CSVT alignment to the north. The alignment connects back to US 11/15 at the existing PA 61 interchange and proceeds north, with an interchange at US 15 near Winfield, bridge across the Susquehanna River, interchange at Ridge Road and then the connection to PA 147 Corridor to I-80. The existing portion of Route 147 near Milton is already limited access.

The project has an estimated cost of $670 million dollars to complete in two sections. Design and construction of the Southern Section will lag work on the Susquehanna River bridge and Northern Section roadway work. Total project completion is anticipated in 2024. The project purpose was to separate trucks and thru traffic from the local traffic. Fifty-percent of cars and 90% of trucks that travel through this area on Routes 11/15 and Route 147 are through traffic. The area of Hummel's Wharf and Shamokin Dam is becoming developed commercially and having that traffic mixed in with the local traffic creates safety and congestion problems, and suppresses growth. The area needs to grow, and the perception is that there is not capacity available for growth.

> ***Question:*** *What percentage did you say was thru traffic?* ***Mr. Watts*** *responded that it was 50% of the autos and 90% of the trucks. The effect of pulling those two traffic streams apart should improve safety. Fifty-percent of the crashes in these corridors involve a truck. Pulling them off the arterial onto a limited access road should improve safety and reduce congestion. This area has been progressively developing and is expected to continue in the future.*

Mr. Watts described a second map from the CSVT Environmental Impact Statement, which showed the footprint of the new roadway alignment. From the southern terminus at the incomplete Selinsgrove interchange, the roadway tracks north around the airport and turns to parallel the existing US 11/15 alignment through Hummel's Wharf and Shamokin Dam. A "system" interchange provides connection back to US 11/15 at an upgraded interchange with PA 61, which crosses the Susquehanna River to Sunbury and points east. Local access to US 11/15 is provided at the PA 61 interchange. There is a local access interchange at US 15, then the river bridge across the Susquehanna River, and another local access interchange at Ridge Road. The alignment proceeds north to connect with the existing limited access section of PA 147, which connects to I-80 northeast of Milton.

Environmental studies and concept studies were initiated in 1994 and that culminated in an Environmental Impact Statement and Record of Decision in 2003. Throughout the schedule you will see both milestones in the past and anticipated milestones that are re-evaluations of these documents that have occurred and will continue to occur through final design. Reevaluation data was updated in 2003-2006. In 2008 the project was placed on hold due to the lack of funding to complete the construction project. In 2013, Act 89 revenue enhancement funding was identified and the project was reactivated and included as a "Decade of Investment" project. The Northern Section final design was initiated, and soon after that another re-evaluation of the EIS took place and the first construction contract was awarded for the river bridge. Construction on the river bridge (part of the Northern Section) was started in 2016. The structures north of the river will require another EIS re-evaluation in 2018 and the construction contract for the Southern Section is expected in 2019. In 2021, the Northern Section is expected to be completed and in 2024 the Southern Section will be completed if all goes according to plan. There is a three-page document provided by PennDOT District 3 that will be included with the minutes that provides a lot of these details and more about the milestones and some of the ones not shown here. The next two slides briefly touched on a wide range of environmental issues.

Being so close to the river and the lands nearby, wetlands, surface water and erosion and sedimentation control are big issues with this project. There are two wetland banking mitigation sites. The Vargo Mitigation Site provides wetland mitigation specifically for the Northern Section as well as other projects in the area. There are also stream enhancements as a part of that site. The Selinsgrove Center mitigation site is larger and provides wetland mitigation for the southern site but also provides riparian corridor and stream restoration in that area as well as grassland and forested habitat for the threatened and endangered species identified. It is a compensatory mitigation measure. The Selinsgrove Center site provides mitigation for both sections of CSVT. In the Northern Section there is a proposed relocation of a tributary, Wooded Run, a wild trout stream, being designed and there are the associated permits such as the Section 404 permits. USACE received those in 2007 and they are going through the process of being re-evaluated as design modifications come to light. There is also Chapter 102 permitting for the erosion and sediment pollution control and Chapter 105 permits for the bridge piers where they are going to be actually encroaching in the river itself for the construction work of the river bridge.

They are also going to maintain as much forested remnants as possible through the corridor. There is a bi-annual coordination meeting with the agencies who oversee threatened and endangered species. There are two species of primary concern: the Eastern Spadefoot Toad and the Northern Long-Eared

Bat that were identified as having potential impacts and those evaluations, as always, are ongoing and there is a major review going on now for the Northern Long-Eared Bat.

For cultural resources the determination was made that there was no adverse effect to above-ground eligible resources. For archaeological resources, there was a programmatic agreement executed in 2003 associated with the EIS to agree on how to handle those resources when they are encountered or likely to be encountered. A programmatic agreement is in place and being used during the construction phases.

The Lake Augusta area is very popular for recreational boaters and fishing. A public boat launch is proposed on the west side of the Susquehanna River near where the bridge goes over as mitigation for the bridge pier impact on boating and fishing. Signage is proposed on the highway to call attention to the recreational significance of the river and its function. The design of the bridge maximizes span length and minimizes the number of piers in the river. The construction technique is also going to make use of half width causeways; basically large earthen dams going out on the river, affecting only half of the river at a time with these causeways to allow recreation and boating traffic to move through the area continuously during construction.

Section 4(f) findings were *de minimis* and FHWA approved the Section 4(f) evaluations in 2015. It has been determined that acid-bearing rock is likely present in the excavation of bridge pier foundations. That material, when discovered, will be landfilled. There is a possibility of encountering that rock on the Northern Section although the borings are not definitive yet. There are several ash basins, two or more in the Southern Section where the roadway goes through. The ash basins are associated with the coal-fired electric plant higher up on the river. Soil investigations are ongoing right now and will continue to be evaluated. They are also aware that leeching could occur should water overflow into the basins. A determination will need to be made as to how to best contain them or find a way to mitigate that material. Finally, the initial assessments for noise were completed in 2003 along with the EIS, but updates in the traffic forecasting and the amount of traffic on the road itself will be done as the design moves forward and the appropriate sound walls and noise mitigation will be completed and built into the design.

> ***Question:*** *I couldn't see the map clearly; are there going to be interchanges that cross back over US 15 and then back over on the other side of the river?* ***Mr. Ranck*** *responded that there will be an interchange in the area of Winfield, south of Lewisburg, as well as an interchange at Ridge Road in Point Township, Northumberland County.*
>
> ***Question:*** *Is there coordination with the planners in the area about zoning?* ***Mr. Ranck*** *responded that the District has been in constant contact with the local municipalities and any issues they have. There has been some contention regarding traffic in areas that wasn't there before, and the District is working in those areas to mitigate and try to appease any issues.* ***Mr. Watts*** *added that this issue is specifically called out in the LRTP, issues with the mitigation section looking at those interchange areas and what the future holds for them and how to control the asset management and types of issues with traffic around those areas and also looking at the stretches of US 11/15; accommodating growth in the sections of US 15 that are going to be bypassed including Lewisburg and Milton.*

Comment: *Our habitat division is working with DEP and the North Central PA Conservancy is involved in a lot of larger stream restoration projects around the CSVT project. There are opportunities for you to partner with those groups that do stream mitigation. I was contacted by a consultant for the CSVT Southern Section and you are going to need additional stream mitigation based on impacts you were not originally counting for, so that is the direction we are pointing them in.* ***Mr. Watts*** *responded that as the design evolves, final design is not set, things change in the process. The commenter added that* ***Renee Carey*** *is the contact for North Central PA Conservancy.*

Mr. Watts added that the Susquehanna Greenway Partnership has always been a participant in the planning and they really look at the river towns and recreational trails. That is their primary interest, and they have been looking at possibilities of how to use land near the Route 11/15 split for recreational trail connections so they are very interested of course in how bikes/pedestrians are going to move along these corridors.

Comment*: What is the status of the Northern Long-Eared Bat mitigation? I know you were looking for property because you were asking the Game Commission if we had any interest in acquiring properties, and I didn't know what the status was, if you were moving forward.* ***Mr. Ranck*** *responded that they are still trying to work through that issue.*

Mr. Watts noted that he heard something similar that there were properties for sale in this area that were considered for mitigation. That is one of the reasons that the Susquehanna Greenways Partnership was mentioned because they have been interested in finding a way to make that property also usable for a recreational trail type of facility but that is ongoing.

Mr. Watts concluded by noting the contact information for the team on the last slide. He also noted that copies of the presentation could be made available if needed. The project manager of PennDOT District 3 CVST is **Matt Beck**, who can be reached at the PennDOT District 3 District Office. **Mr. Watts** noted that the three page document with the CSVT information would also be provided.

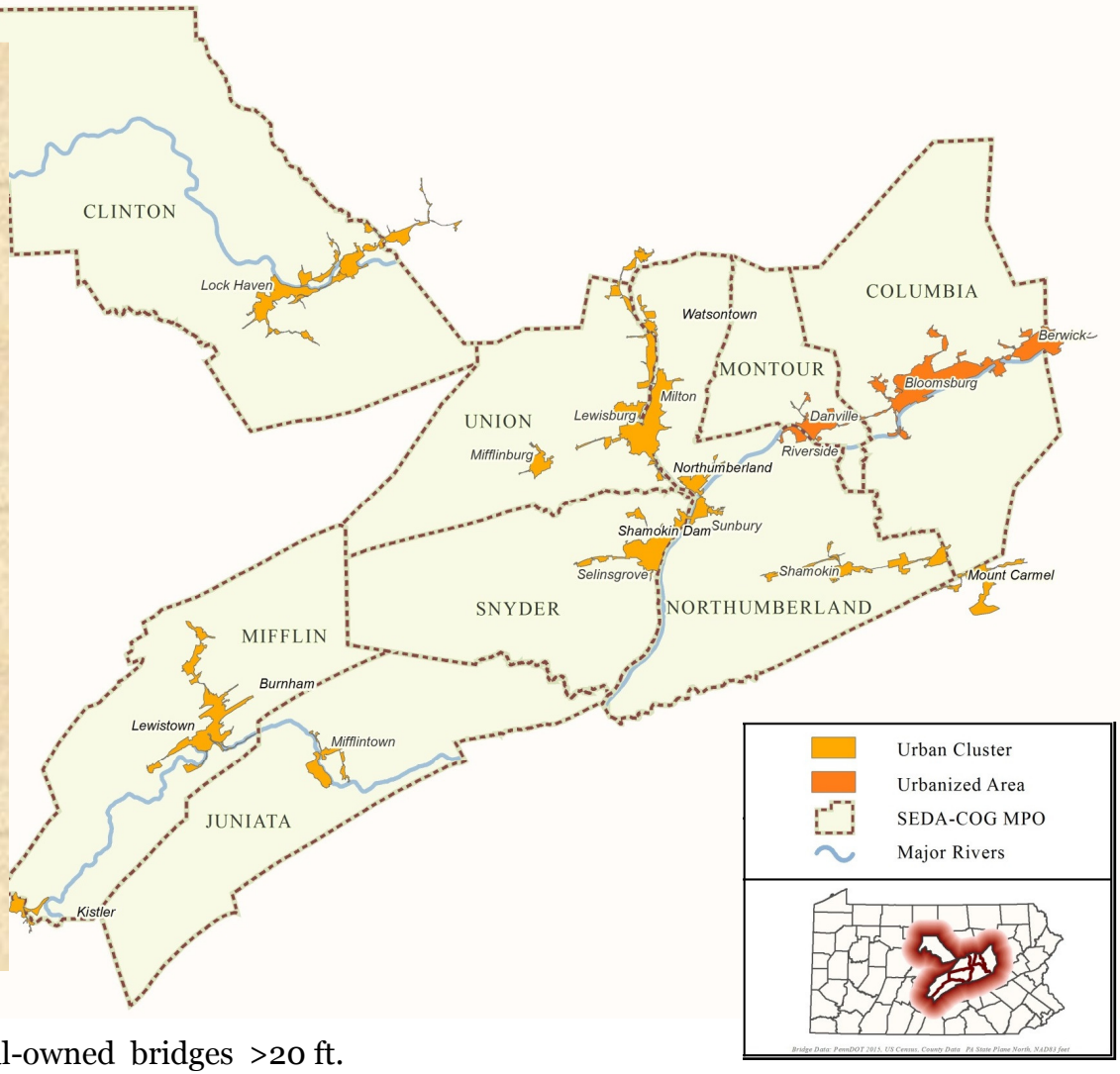
SEDA-COG
Metropolitan Planning Organization
Long Range Transportation Plan
Overview

Agency Coordination Meeting
April 27, 2016

SEDA-COG MPO Region

MPO Designation in 2013

- 8 Counties
- 1 Metropolitan Statistical Area
- 3 Micropolitan Statistical Areas
- 11 Urban Clusters
- 177 Municipalities
- 3,400+ Square miles
- 375,800 Residents (2014 ACS)
- 2 PennDOT Districts
- 6,700+ Roadway miles
- 2,200+ Bridges*
- 390+ Railroad track miles
- 7 Transit agencies (1 fixed-route)
- 9 Airports (general aviation)
- 10 million daily vehicle miles traveled (2014)



*Includes state-owned bridges >8 ft. and local-owned bridges >20 ft.

Features of the Plan Update

- First full LRTP update since designation as an MPO in 2013
- First Strategic Planning initiative (2015)
- Improving coordination of work efforts for CEDS/PPP/LRTP data
- Implementation of Updated Public Participation Plan (2015)
- Reactivation of CSVT project, with construction commencing in 2016
- STC Public Comment Data leveraged in project solicitation and development
- Cooperation with PennDOT District staff through Strategy Days
- Formalized framework for Benefits & Burdens analysis

SEDA-COG MPO LRTP Vision

To create and maintain an integrated, intermodal transportation system that facilitates the efficient and safe movement of people and goods while maintaining the region's character, enhancing the quality of life and economic vitality.

Federal Regulations for Metropolitan Transportation Plans:

- Consult with the regulatory and resource agencies "responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of the transportation plan"

- Comparison of transportation plans to inventories of natural or historic resources, if available

- Comparison of transportation plan with State Conservation plans or maps, if available

- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan

LRTP Potential Impact Evaluation

Projects evaluated from the following …

1. Fiscally Constrained LRTP Project List
   - 37 projects
   - 25 projects with location
   - 23 projects sampled in LPN
2. Twelve Year Program (2017-2029)
   - 35 additional projects sampled in LPN

Total of 58 Projects sampled in LPN evaluation

Fiscally Constrained Projects

2029-2040, 10% of allocation

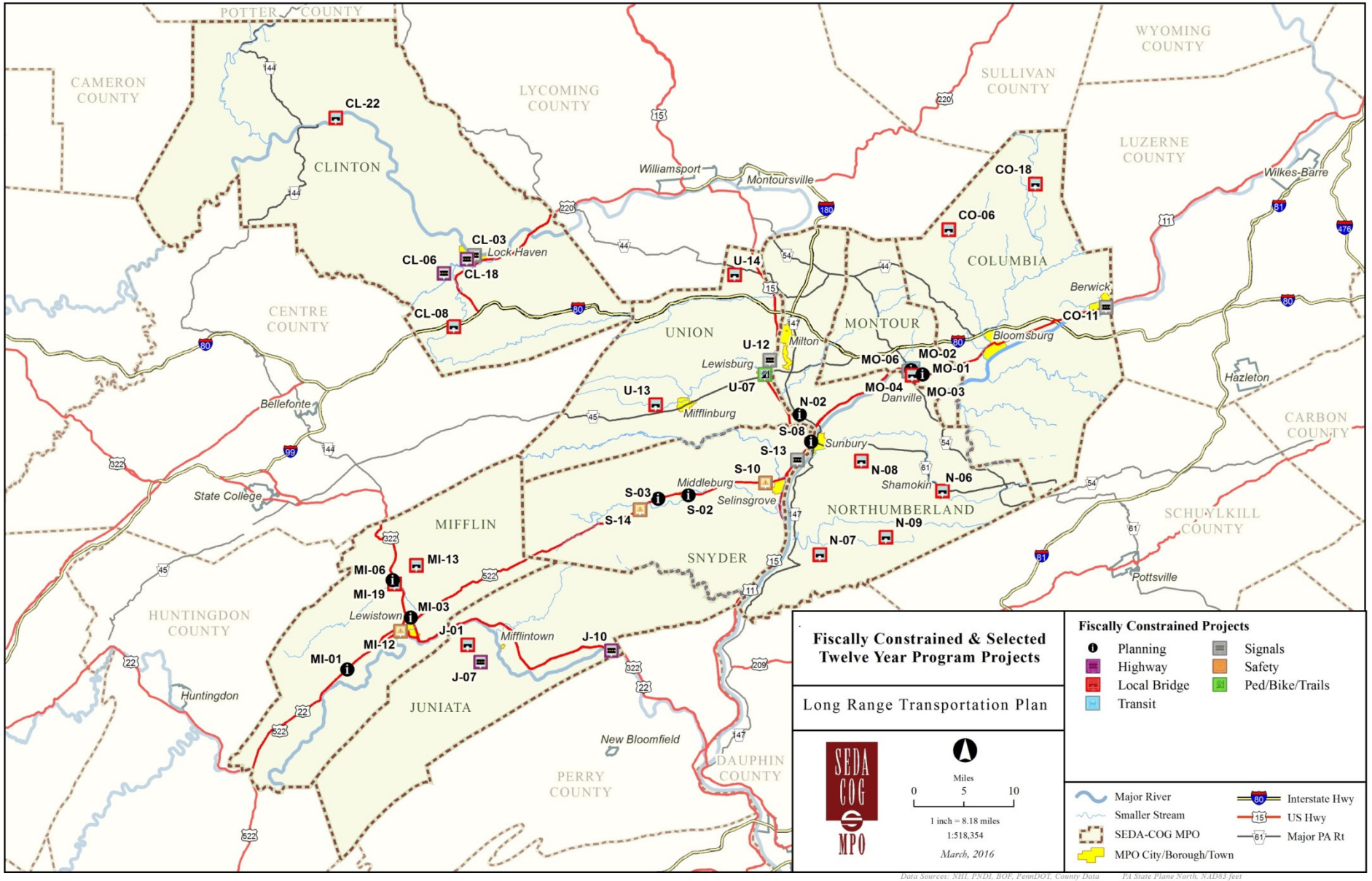
ID	County	Project Title	Project Type	Cost Estimate (YOE Dollars)
CL-03	Clinton	SR 150 (High Street/Bellefonte Avenue) Reconstruction	System Pres - Highway	$ 8,768,000
CL-06	Clinton	SR 150 and SR 2020 (Lusk Run Road) Intersection - New access road to Keystone Central Drive Intersection	System Pres - Highway	$ 957,000
CL-08	Clinton	Fishing Creek Bridge Decking (SR 2004, segment 82)	System Pres - Bridge	$ 3,349,000
CL-18	Clinton	Downtown Lock Haven Signal and Pedestrian Upgrades, SR 0150	System Pres - Signal	$ 4,009,000
CL-22	Clinton	Bucktail School Access Bridge, Chapman Township	System Pres - Bridge	$ 603,000
CO-06	Columbia	County Bridge # 86 over West Branch Shingle Run In Pine Township	System Pres - Bridge	$ 1,429,000
CO-11	Columbia	U.S. 11 Berwick Traffic Signal Updates/Modernization	System Pres - Signal	$ 4,431,000
CO-18	Columbia	Bridge Bundling	System Pres - Bridge	$ 1,315,000
J-01	Juniata	Sheesley Road Bridge Replacement	System Pres - Bridge	$ 929,000
J-07	Juniata	SR 0035 Mifflintown Area	System Pres - Highway	$ 2,508,000
J-10	Juniata	US 22 WILLIAM PENN HWY	System Pres - Highway	$ 6,388,000
MI-01	Mifflin	U.S. Route 22 Corridor/Transportation Study	Planning	$ 526,000
MI-03	Mifflin	Mill Road Mitigation Plan	Planning	$ 175,000
MI-06	Mifflin	Route 322 Interchange Improvement Study	Planning	$ 351,000
MI-12	Mifflin	Juniata Street/Reservoir/Bratton/ Fourth Street Safety Improvement	System Pres - Safety	$ 2,088,000
MI-13	Mifflin	Honey Creek Road (SR 1002) Bridge Bundle	System Pres - Bridge	$

Fiscally Constrained Projects

2029-2040, 10% of allocation

ID	County	Project Title	Project Type	Cost Estimate (YOE Dollars)
MO-01	Montour	Spruce Street Improvement Project	Planning	$ 175,000
MO-02	Montour	U.S. 11 Corridor Congestion and Safety Study	Planning	$ 351,000
MO-03	Montour	Geisinger Medical Center Coordinated Transit Expansion	Transit	$ 768,000
MO-04	Montour	Railroad Street Bridge Rehab.	System Pres - Bridge	$ 2,337,000
MO-06	Montour	U.S. 11 & PA 54 Traffic Signal Enhancements	System Pres - Signal	$ 877,000
N-02	Northumberland	Northumberland Borough Truck Circulation Improvements	Planning	$ 175,000
N-06	Northumberland	Bridge #73 City of Shamokin	System Pres - Bridge	$ 4,037,000
N-07	Northumberland	Bridge #100 Jackson Township	System Pres - Bridge	$ 728,000
N-08	Northumberland	Bridge #192 Rockefeller Township	System Pres - Bridge	$ 710,000
N-09	Northumberland	Bridge #78 Upper Mahanoy Township	System Pres - Bridge	$ 684,000
S-02	Snyder	Study of Permanent Detour of Middleburg on SR 522	Planning	$ 175,000
S-03	Snyder	SR 522 Improvements	Planning	$ 175,000
S-08	Snyder	U.S. 11/15 Corridor Revitalization and Master Plan	Planning	$ 351,000
S-10	Snyder	U.S. 522/Salem Road/University Avenue Safety Improvement	System Pres - Safety	$ 3,049,000
S-13	Snyder	U.S. 11 & 15 Traffic Signal Enhancements, Hummel's Wharf to Shamokin Dam	System Pres - Signal	$ 2,255,000
S-14	Snyder	SR 522 Safety Improvements	System Pres - Safety	$ 8,448,000
U-07	Union	Buffalo Valley Rail Trail, At-Grade Crossing of U.S. 15	TAP/Trails	$ 877,000

Fiscally Constrained Projects



County Distribution of Projects

2029-2040, 10% of allocation

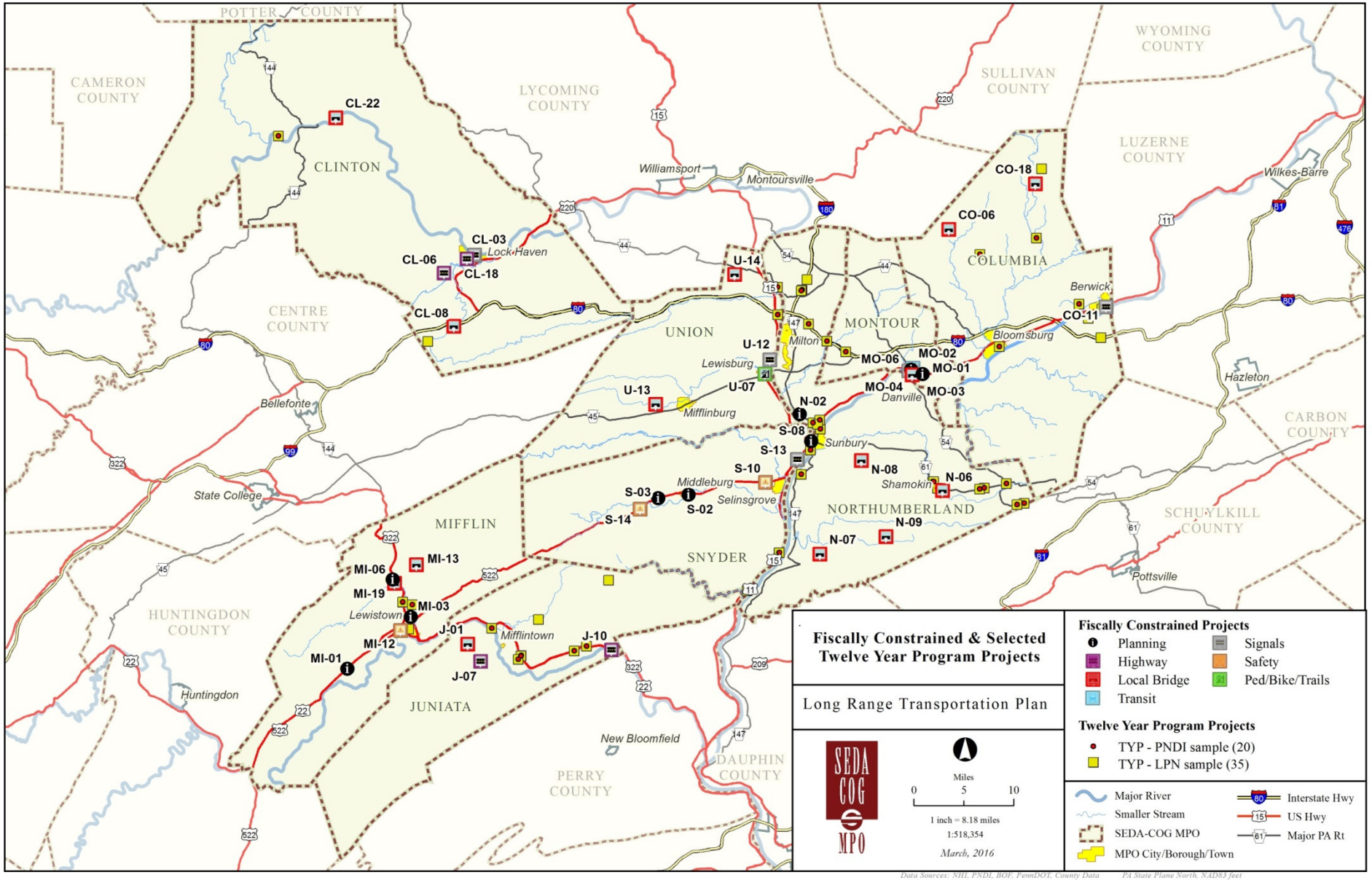
			Projects	Dollar Value
	Clinton		5	$ 17,686,000
	Columbia		3	$ 7,175,000
	Juniata		3	$ 9,825,000
	Mifflin		6	$ 9,609,000
	Montour		5	$ 4,508,000
	Northumberland		5	$ 6,334,000
	Snyder		6	$ 14,453,000
	Union		4	$ 9,045,000
		TOTAL	37	$ 78,635,000

Distribution of Projects by Type

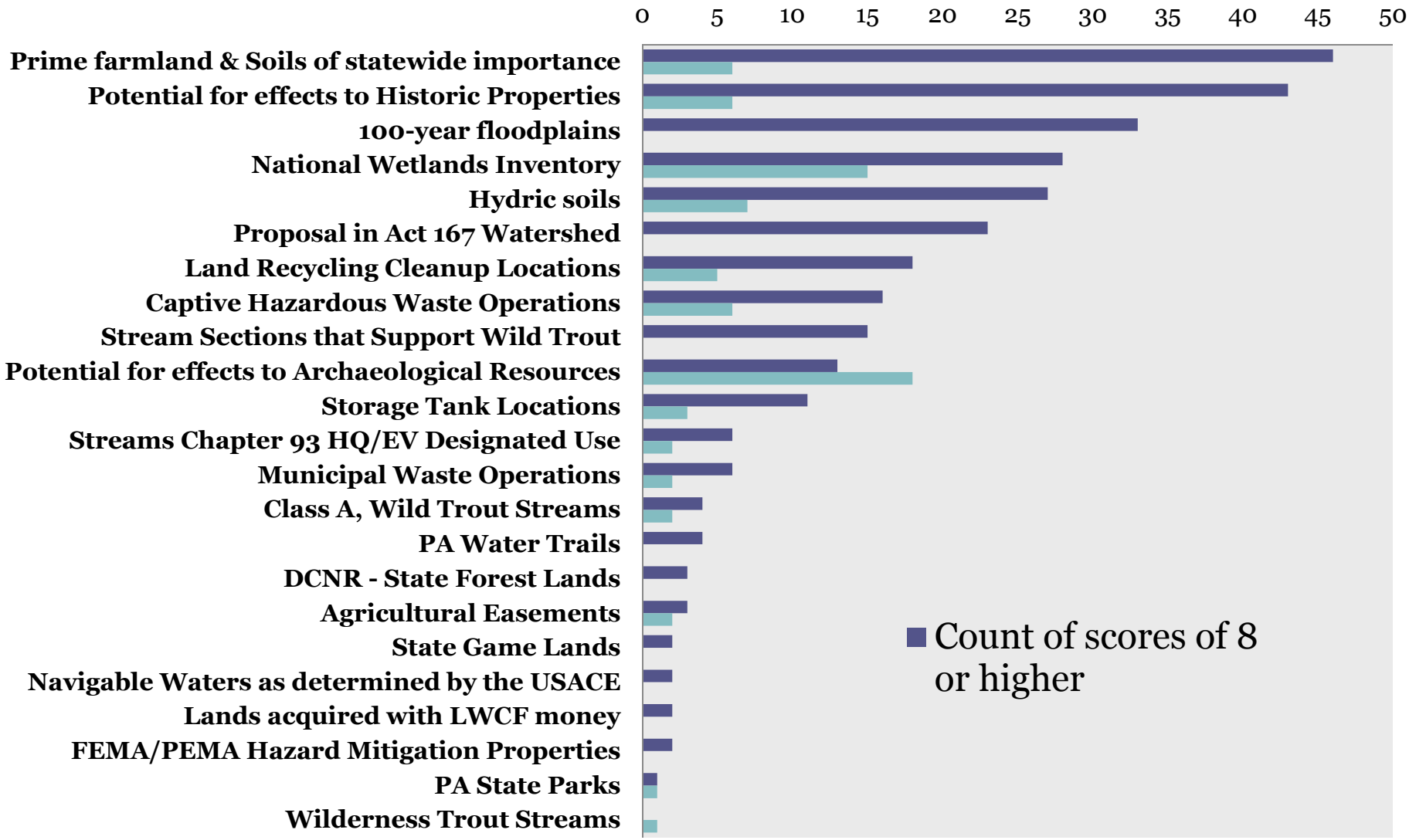
2029-2040, 10% of allocation

		Projects	Dollar Value
Planning		9	$ 2,454,000
Facilities Extension		0	$ -
System Preservation		26	$ 74,536,000
Highway		4	$ 18,621,000
Bridge (State)		2	$ 5,785,000
Bridge (Local)		12	$ 22,723,000
Signals		5	$ 13,822,000
Safety		3	$ 13,585,000
TAP/Trails		1	$ 877,000
Transit		1	$ 768,000
	TOTAL	37	$ 78,635,000

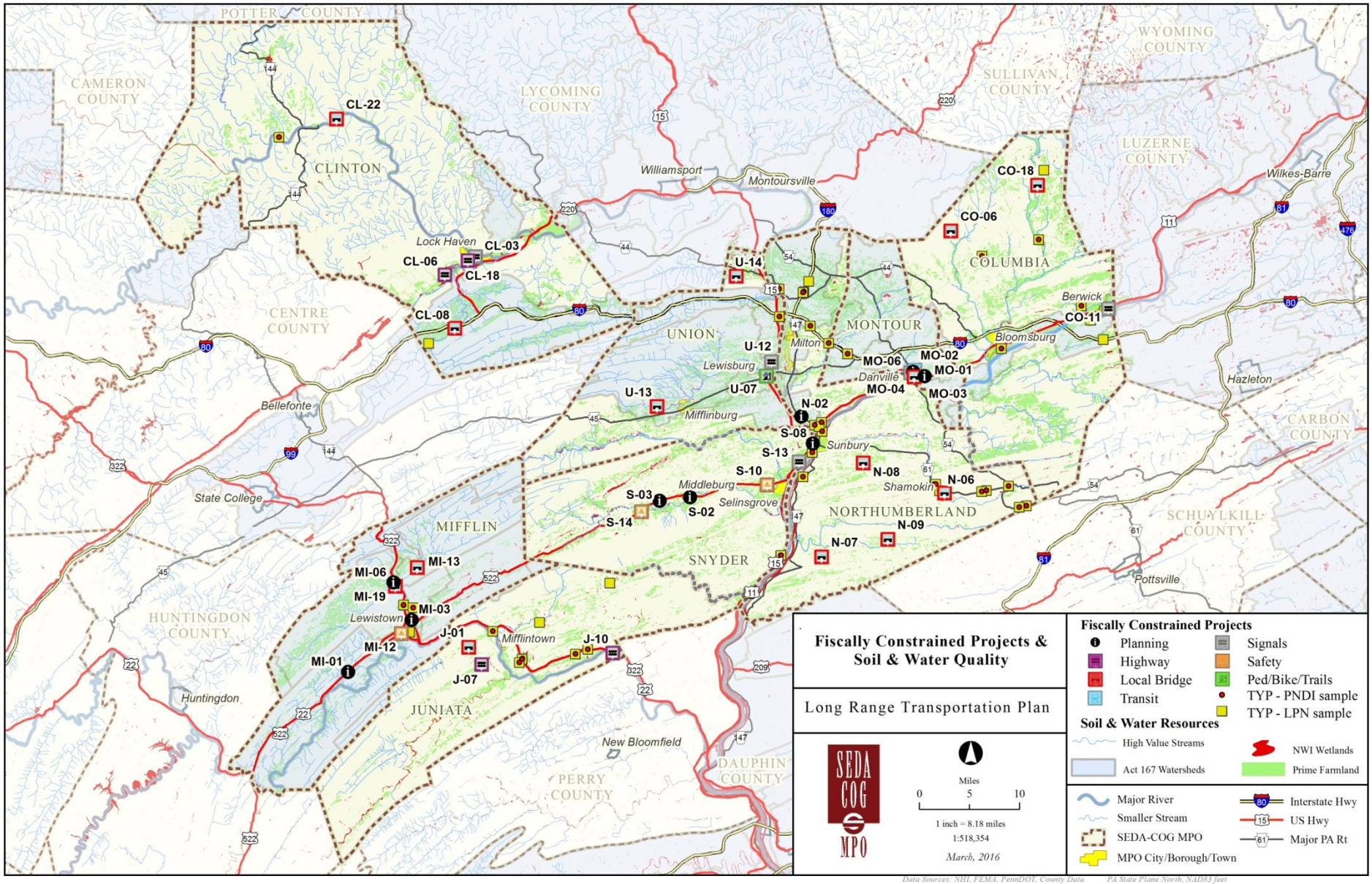
Sampled Projects



LRTP Potential Impact Evaluation



Soil & Water Quality



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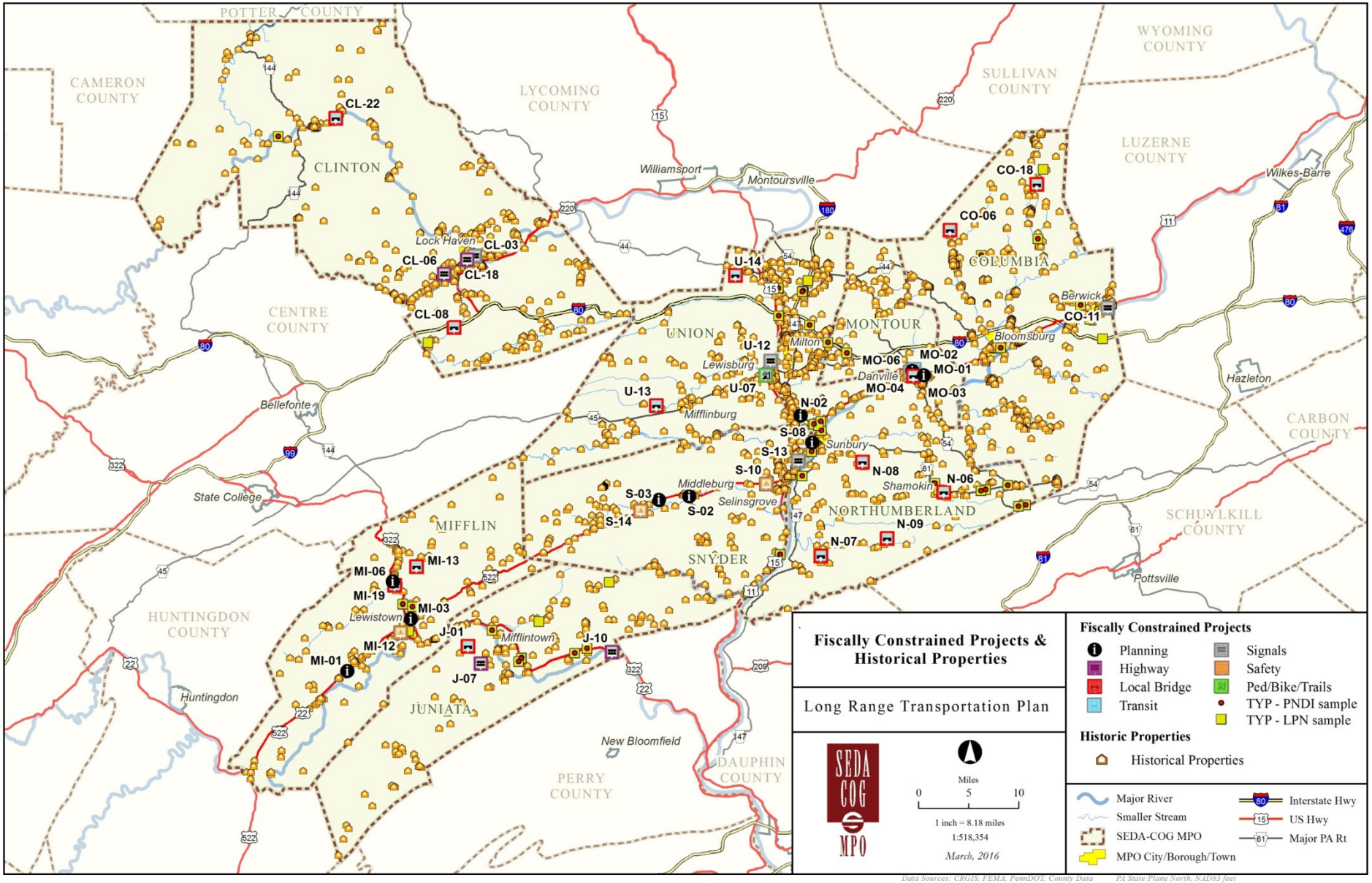
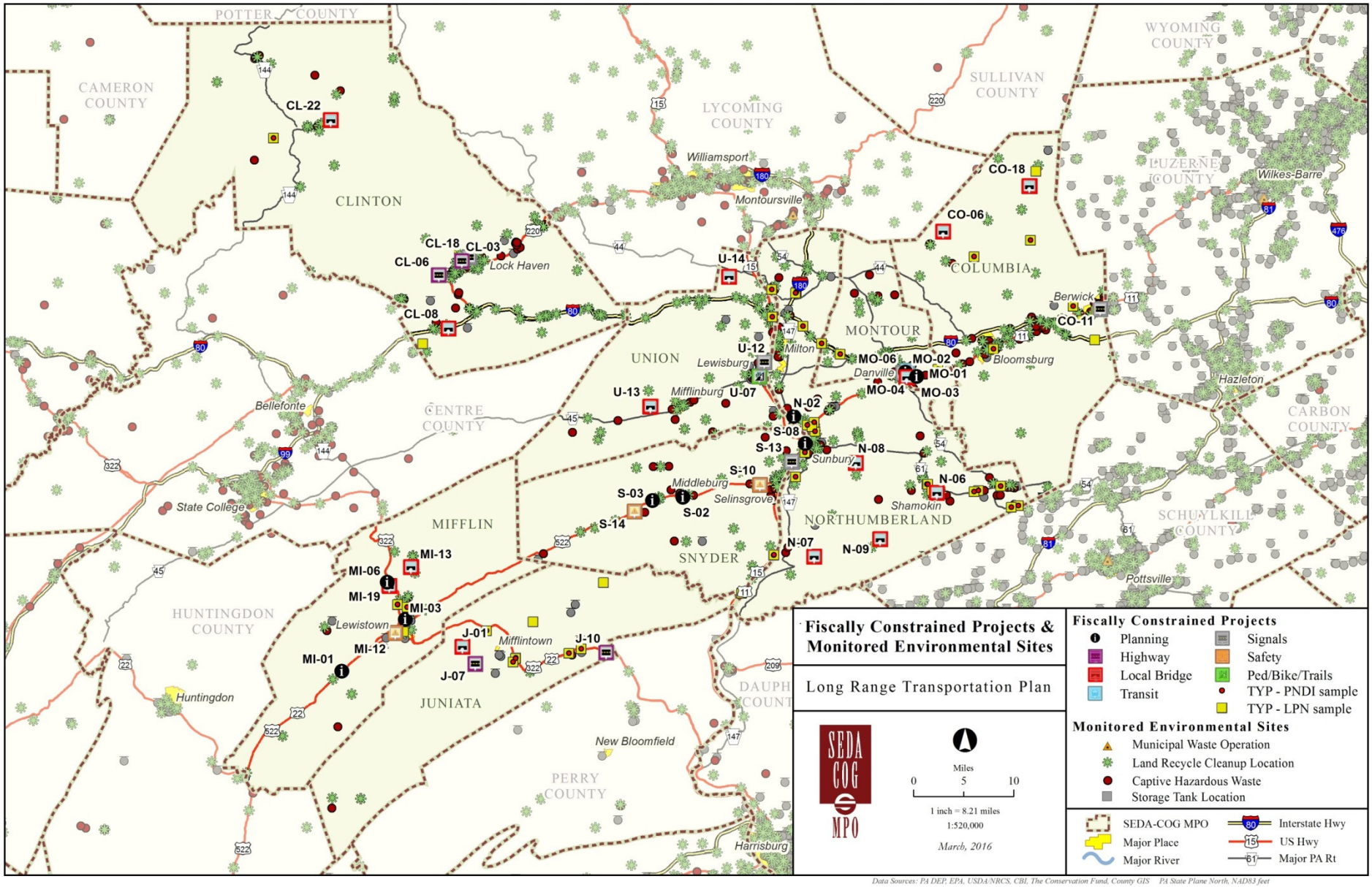
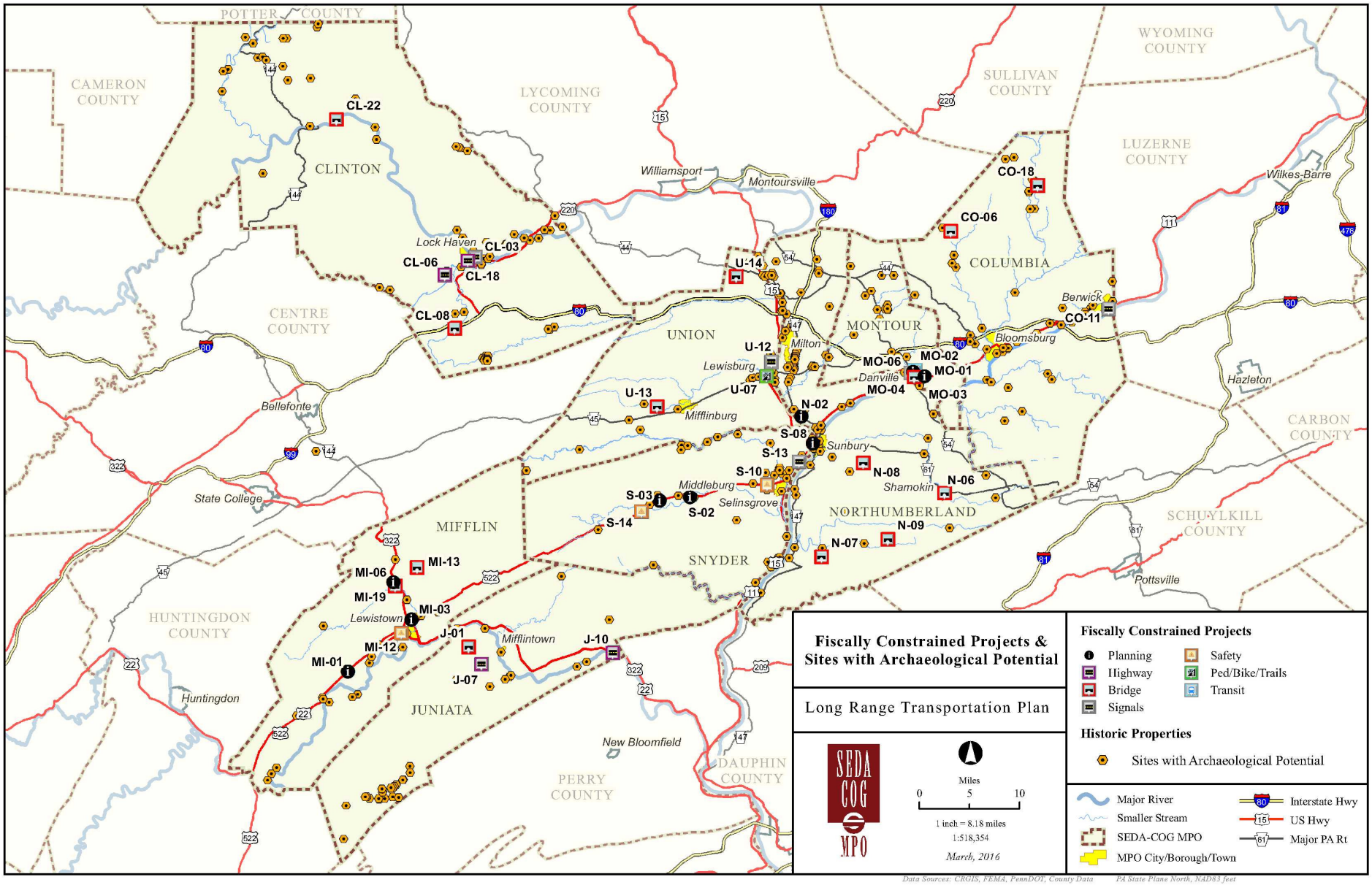


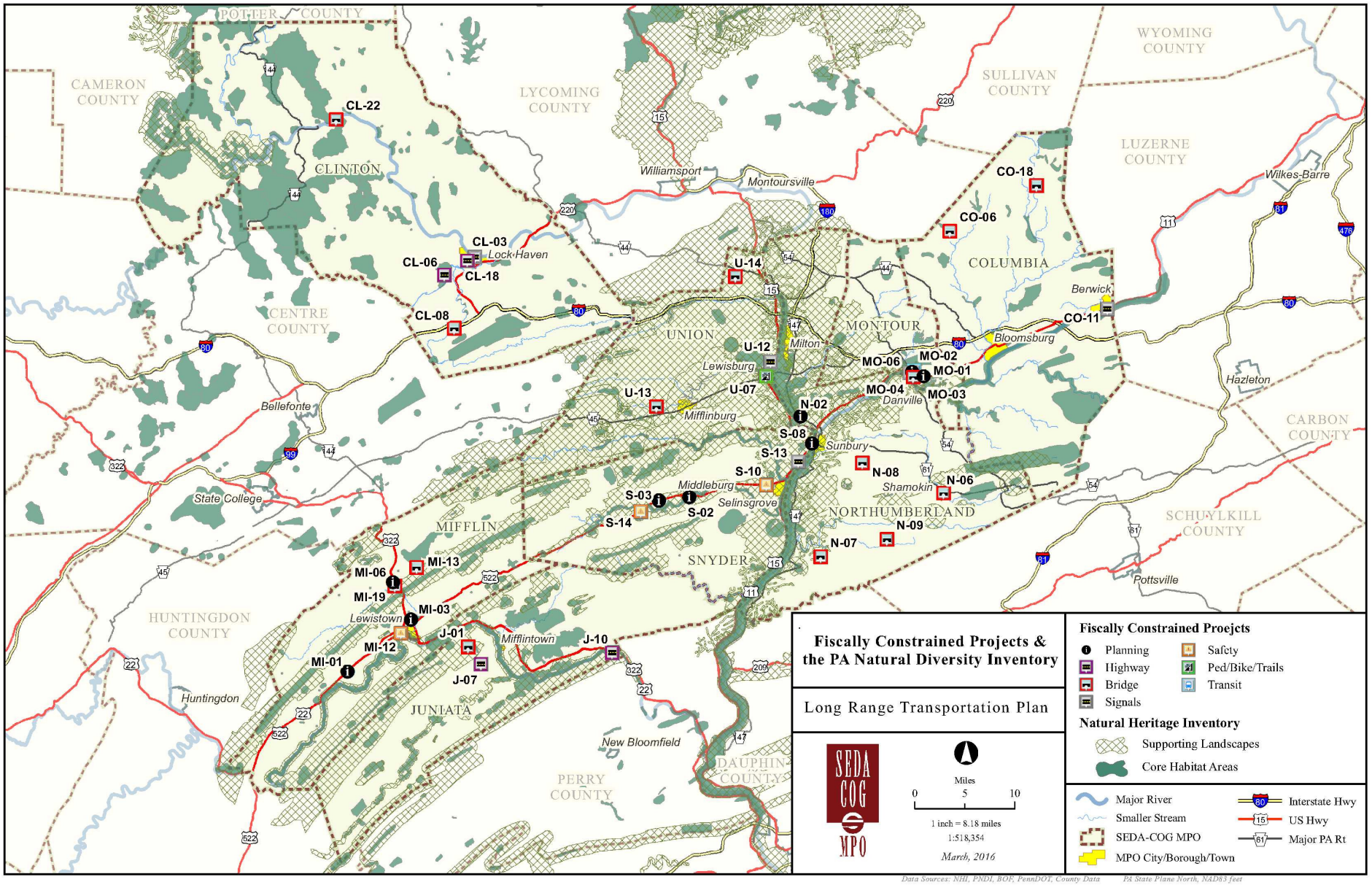
Hazards & Monitored Sites



Archaeological Resources



PA Natural Diversity Inventory



PNDI Search

20 Project Sample
8 projects (40%) with potential impacts

- 3 USFWS
  - 1 Bald Eagle Nest Proximity
  - 1 Indiana Bat Avoidance Measures
  - 1 further review required
- 3 PFBC
  - 3 Elktoe
  - 1 Triangle Floater
  - 1 unidentified sensitive species
- 3 DCNR
  - 1 Fogg's Goosefoot
  - 1 Hoary Puccoon
  - 1 Toothcup
- 3 PGC
  - 1 Allegheny Woodrat
  - 2 Eastern Small-Footed Myotis

Questions for the Committee:

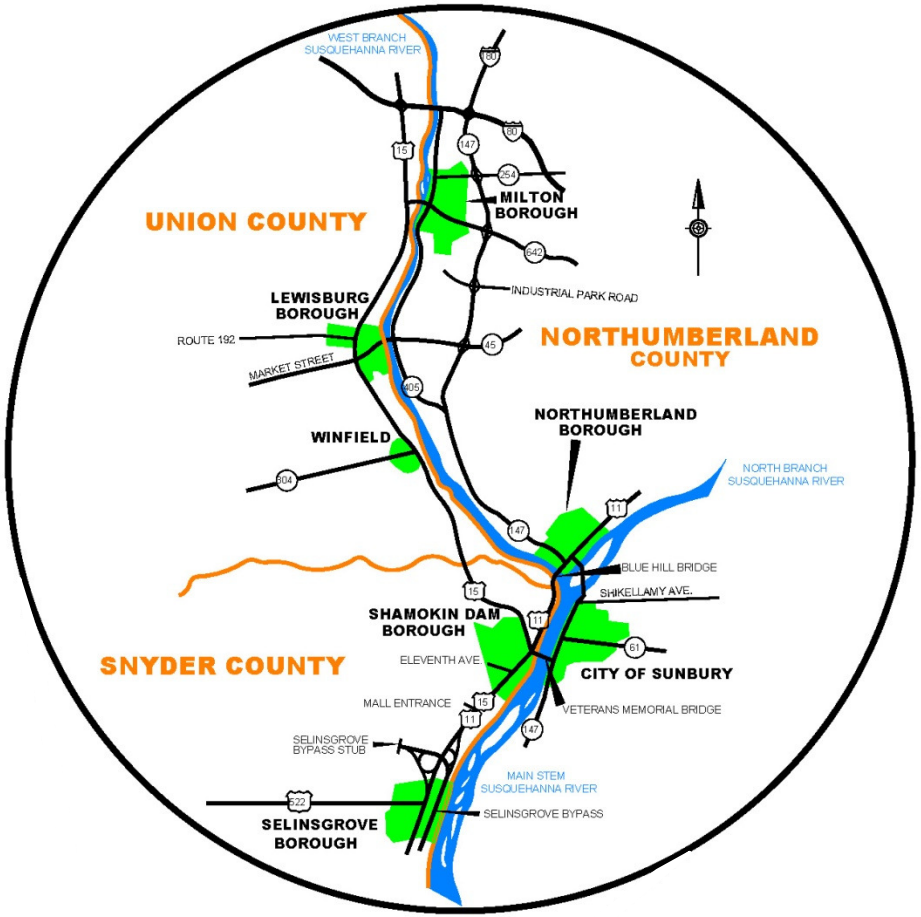
Have we omitted any data or high value resources that should be incorporated into our planning and programming process (in addition to the LPN process and its associated environmental data)?

Central Susquehanna Valley Transportation (CSVT) Project

CSVT Project Overview

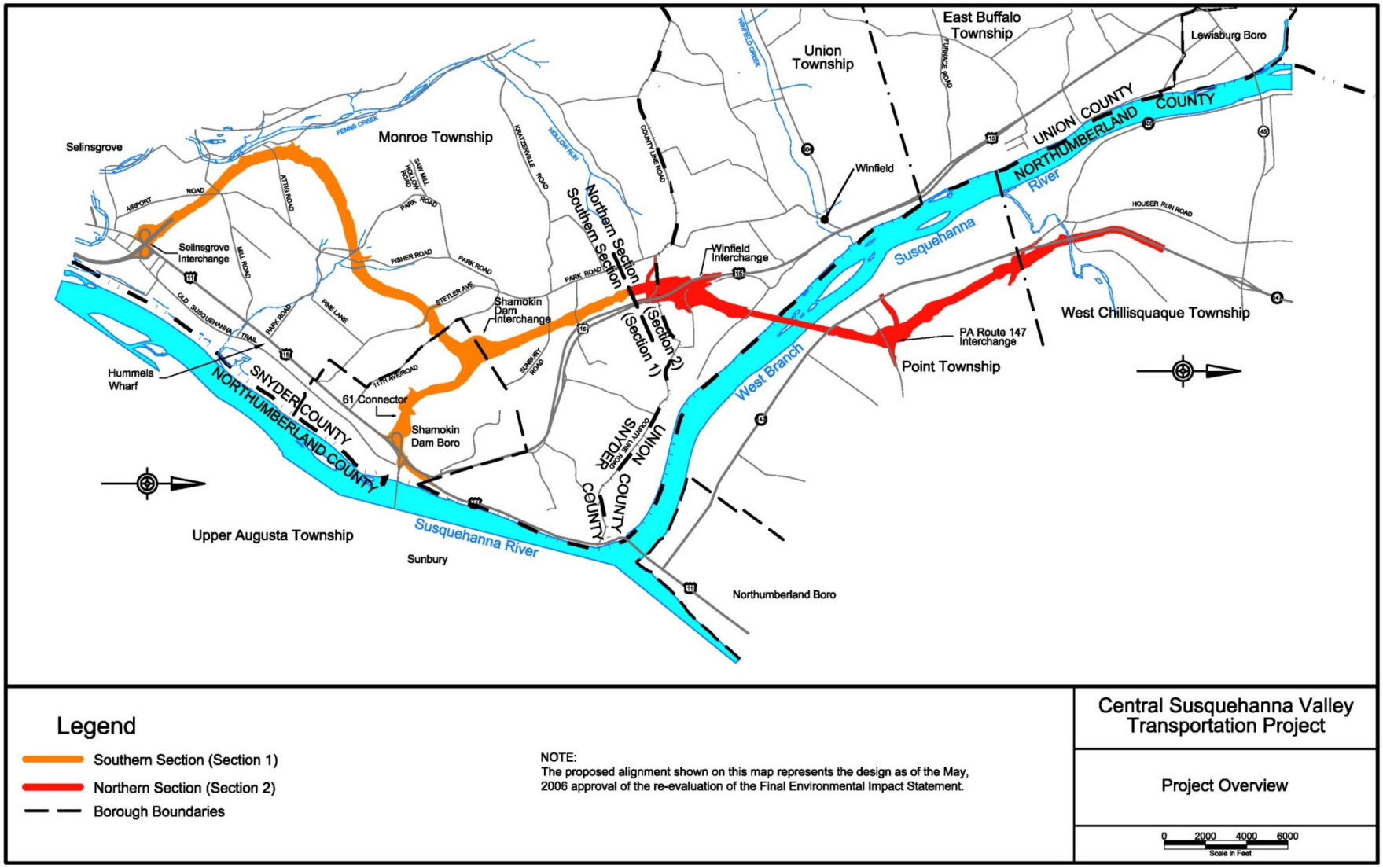
- 13 miles of new 4-lane limited access highway
- Snyder, Union, Northumberland Counties
- $670 million
- Completion anticipated 2024
- Project Purpose
  - Separate trucks/through traffic from local traffic
  - Improve safety
  - Reduce congestion & accommodate growth

Regional Setting



Source:: Central Susquehanna Valley Transportation Project, Reevaluation No. 2 of Final Environmental Impact Statement and Record of Decision, June 2015.

Central Susquehanna Valley Transportation (CSVT) Project



Project History & Milestones

1994 – Studies initiated
2003 – Final Environmental Impact Statement (FEIS) approved
Record of Decision (ROD) issued by FHWA
2006 – Northern Section final design initiated
– FEIS/ROD Reevaluation #1 approved by FHWA
2008 – Project placed on hold (due to lack of funding)
2013 – PA Act 89 passed (funding identified) and project reactivated
2015 – Southern Section final design initiated
– FEIS/ROD Reevaluation #2 approved by FHWA
– First construction contract for Northern Section awarded (river bridge)
2016 – Northern Section construction started

Project Milestones Anticipated

2016 – FEIS/ROD Reevaluation #3 (reflecting updated Northern Section design) to be approved by FHWA

– Second construction contract for Northern Section to be awarded (for earthwork/structures north of river)

2018 – FEIS/ROD Reevaluation #4 (reflecting updated Southern Section design) to be approved by FHWA

2019 – First construction contract for Southern Section to be awarded

(for mainline earthwork/structures)

2021 – Northern Section construction to be completed

2024 – Southern Section construction to be completed and entire project to be opened to traffic

Environmental Issues and Mitigation

- Wetlands, Surface Waters and Erosion and Sediment Pollution Control
  - Vargo Mitigation Site
  - Selinsgrove Center Mitigation Site
  - Proposed relocation of tributary to Wooded Run
  - Permits
- Wildlife Habitat and Threatened & Endangered Species
  - Selinsgrove Center Mitigation Site (grassland, forested habitat)
  - Bi-annual coordination with agencies
    - Eastern Spadefoot Toad, Northern Long-Eared Bat
- Cultural Resources
  - No adverse effect to above-ground eligible resources
  - 2003 programmatic agreement on potential effects to archaeological resources

Environmental Issues and Mitigation

- Recreational Resources
  - Proposed public boat launch
  - Proposed signage – Recreational significance of river
  - Minimize number of piers/Half-width causeway
  - Section 4(f) findings
- Acid-Bearing Rock
  - Likely to be encountered in excavation of bridge pier foundations
  - May be encountered in Northern Section (highway excavation)
- Ash Basins
  - Southern section construction over closed ash basins
- Noise
  - Initial assessments completed in 2003; ongoing assessments

Questions for the Committee:

Considering CSVT and the LRTP projects, are there opportunities for advance mitigation, mitigation banking or other innovative approaches?

Questions and Comments

Thank You!

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Appendix D Project Scoring & Selection Process

SEDA-COG MPO Long Range Transportation Plan
Project Scoring and Selection Process

The purpose of the Scoring and Selection Process is to ensure that the projects in the Long Range Transportation Plan (LRTP) serve to implement the plan goals. The SEDA-COG MPO staff developed the original process framework for the 2011 LRTP. For the current 2016 LRTP Update, the framework remains much the same, with revisions made to some of the evaluation methods and criteria. This document summarizes the revised Scoring and Selection Process to be used in the 2016 LRTP Update.

Process Framework

The project scoring and selection process provides a rational method for evaluating candidate projects and ranking them in priority order for the available funding. A high-level, "flowchart" representation of the process is illustrated in **Exhibit 1**.

Scoring Process

Candidate Project Listing

When projects are submitted for consideration in the LRTP, they are collected into the Candidate Project Listing. The listing draws from the following sources, which encompass both new projects and previously identified projects that have not yet entered development (i.e., preliminary engineering, final design, or construction):

- Previous LRTP Fiscally-Constrained Project Listing
- Previous LRTP Illustrative Listing
- Projects identified through Roadway Safety Reviews
- Projects identified through public outreach efforts
- Projects requested by the PennDOT District staff
- Projects submitted by the Counties and MPO staff in response to solicitations from the State Transportation Commission (STC) and PennDOT

Projects are added progressively as they are identified by the MPO and its constituent stakeholders, and the Candidate Project Listing may contain any number of projects. To better fit the anticipated funding and make project scoring more efficient, each county has been asked to identify up to ten (10) candidate projects for consideration in the scoring process. These projects may be new projects or previously identified projects that have not yet entered development.

Scoring Preparation

The MPO Staff along with the Consultant Team will review the pool of Candidate Projects and, based on guidance from the Counties, identify up to ten (10) projects per county that will proceed into project scoring. Projects will be classified by type (roadway, bridge, transit, pedestrian/bicycle, rail, airport) and then separated by purpose (system preservation, facilities extension, planning).

Scoring Step 1

Scoring in Step 1 utilizes quantifiable, data-driven criteria to identify the most critical needs in the region according to the following criteria categories:

- Network classification,
- Level of use,
- Facility condition,
- Project readiness,
- Project funding, and
- Safety

Table 1 gives the categories and criteria to be used in Scoring Step 1, according to the project type. Projects with similar purposes are scored together based on categories and criteria that are suited to that particular project purpose. As such, Table 1 has three (3) parts—A, B, and C—that correspond to the three (3) project types, as follows:

Table 1A → System Preservation Projects
Table 1B → Facilities Extension Projects
Table 1C → Studies and Planning Projects

The Step 1 scoring is an automated process, based on datasets compiled by the MPO Staff and Consultant Team. Projects receive points in each category according to the point scale. A maximum of one (1) point may be received in any given category.

A "weight" is then applied to each category score according to the relative importance of that category. The initial weights were generated by the SEDA-COG MPO staff (using Decision Lens) and are vetted through the LRTP Steering Committee. The total Step 1 score for a project is the sum of the weighted category scores. The weights are structured such that the maximum Step 1 score would be 100 points. Step 1 is to be completed prior to the first meeting of the Project Scoring Group.

Scoring Step 2

Scoring in Step 2 utilizes qualitative, experience-driven criteria to evaluate projects based on their importance and/or value in achieving the LRTP goals, which are as follows:

- Support the **economic vitality** of the region.
- Increase the **safety and security** of the transportation system for all users.
- Increase the **accessibility and mobility** of people and for freight.
- Protect and enhance the **environment**, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the **integration and connectivity** of the transportation system.
- Promote **efficient** transportation system management and operations.
- Emphasize the **preservation** of the existing transportation system.
- Foster **compatibility between land use and transportation** facilities to yield orderly growth and development.

A *Scoring Group* (sub-committee of the LRTP Steering Committee) will be designated to complete Scoring Step 2. The Scoring Group is expected to meet twice in person. During the first meeting, the Step 1 scores will be reviewed, and the Step 2 process will be discussed. Between meetings, the Step 2 scoring process will be completed using Decision Lens. During the second meeting, the Step 2 scores will be reviewed for consistency and adjusted before being finalized.

Table 2 gives the scoring categories and criteria considerations to be assessed in Step 2. In this step, all projects (regardless of type or purpose) are scored according to the same categories and criteria, which are directly linked to the LRTP goals. The Step 2 scoring is based on the experience, knowledge, and judgement of the members of the Scoring Group. Each member assesses the importance and/or value of a project in achieving each LRTP goal, and then assigns points according to the following:

- **3 points:** Project is very important / very valuable in achieving this goal
- **2 points:** Project is important / valuable toward achieving this goal
- **1 point:** Project is slightly important / slightly valuable toward achieving this goal
- **0 points:** Project is not important / not valuable toward achieving this goal

The "importance" of a project may be related to how fully the project achieves a goal OR how well it achieves the goal in relation to the other projects under consideration. The "value" of a project is a function of the cost versus expected impact in achieving the goal.

The Decision Lens application will be used in Step 2 to collect scores from the Scoring Group members, generate composite scores for each goal, and account the scores for each project. Once again, a "weight" is applied to the score for each goal according to its relative importance. The initial weights were generated by the SEDA-COG MPO staff and are vetted through the LRTP Steering Committee. The total Step 2 score for a project is the sum of the weighted scores for each goal. The weights are structured such that the maximum Step 2 score would be 100 points.

<u>Total Project Scores & Ranking</u>

A project's total score is the combined total of the weighted Step 1 and Step 2 scores. Again, the weights were generated, initially, by the SEDA-COG MPO staff (using Decision Lens) and are vetted through the LRTP Steering Committee. The weights are structured such that the maximum final score would be 100 points. According to the initial weights, the final score would be calculated as follows:

FINAL SCORE = ([Step 1 Score] * 0.70) + ([Step 2 Score] * 0.30)

Projects are ranked according to their scores and formatted into the Preliminary Ranked Project List. This list typically contains sub-lists that rank projects in certain groups according to purpose, mode and/or eligibility for certain sources, and streams of funding.

Selection Process

The Project Selection Process uses a scenario-based approach to connect the Ranked Projects with the anticipated transportation funding. PennDOT provides the MPO with financial guidance that gives the specific funding amounts that can be assumed during the LRTP planning period. The funding amounts are estimated according to the current state and Federal legislation, which also structures transportation funding into streams of money (a.k.a., "pots" of money). The streams are generally designated to be spent on certain types and classifications of facilities, but there is some flexibility in

allocating certain funding streams. Scenarios are created by varying the assumptions about how funding is allocated, which projects are funded, and the order in which they are funded.

The MPO Staff and Consultant Team will create and propose one or more scenarios for consideration by the LRTP Steering Committee. The scenario assumptions will be identified and the resulting list of funded projects will be identified. The Steering Committee will have an opportunity to review the scenario(s) and suggest changes before selecting the Preferred Scenario. As required by Federal regulation, the Final Project Listing in the LRTP will contain the following project lists:

- Fiscally-Constrained Project List – Projects anticipated to be funded
- Illustrative Project List – Projects not funded but carried for future consideration

Exhibit 1. SUMMARY OF PROJECT SELECTION PROCESS

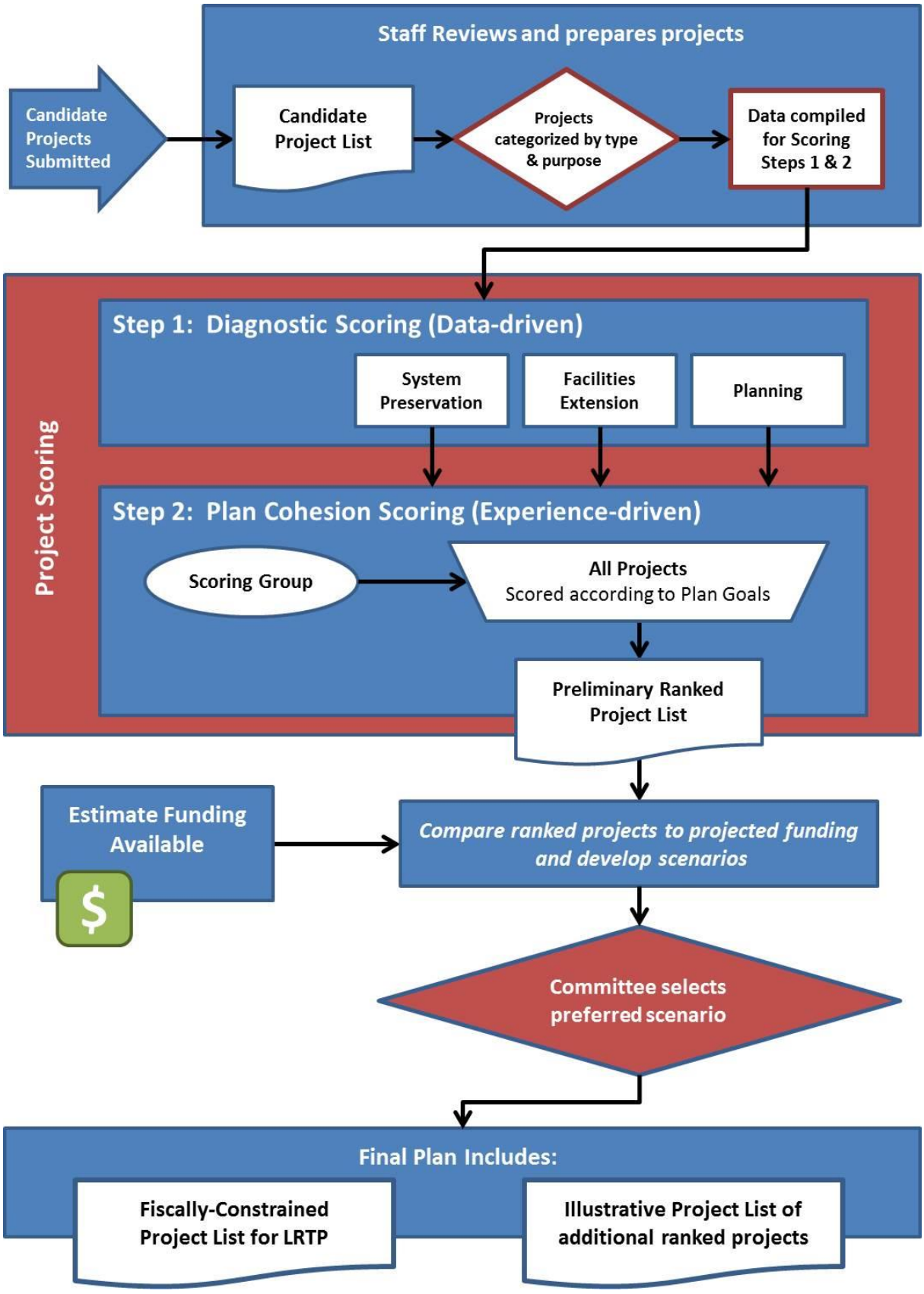


Table 1A. Scoring Step 1 Categories & Criteria – System Preservation Projects

Step ❶	Category & Criteria Descriptions	Criteria Scale
System Preservation Projects		**Lesser benefit or priority . . . . . Higher benefit or priority**
NETWORK CLASSIFICATION	**Weight: 13.4%**	Non-NHS < 500 ADT (0.00) · Non-NHS 500 to 2,000 ADT (0.25) · Non-NHS > 2,000 ADT (0.50) · Interstate or NHS. Regional Route (1.00)
	Is the planned project on a route or facility of regional importance? Significance or importance of the route or facility.	
FACILITY USAGE	**Weight: 38.7%**	Fourth Quartile (0.00) · Third Quartile (0.25) · Second Quartile (0.50) · First Quartile (1.00)
	Is the project on or does it serve one of the highest volume facilities within its classification? Traffic volume range of the facility, in relation to others in the same classification.	
FACILITY CONDITION	**Weight: 17.6%**	Fourth Quartile (0.00) · Third Quartile (0.25) · Second Quartile (0.50) · First Quartile (1.00)
	Does the project repair a facility in the worst condition? Condition range of the facility. Bridge – Risk Assessment. Pavement – IRI or Priority.	
SAFETY	**Weight: 21.1%**	Crash Rate / Number of Crashes matrix: Q1: 0.50, 0.60, 0.75, 1.00 Q2: 0.50, 0.50, 0.60, 0.75 Q3: 0.15, 0.25, 0.50, 0.60 Q4: 0, 0.15, 0.50, 0.50 (Q4, Q3, Q2, Q1)
	Is the project in an area with a history of a high incidence of reportable crashes? Does the project address existing deficiencies? Crashes vs. Crash Rate matrix range for the project area. ▪ Crash Rates and Number of Crashes by roadway segment ranked by quartile ▪ Quartile 1 (Q1) represents the highest rates or number of crashes	A bonus of 0.25 point (up to the category max. of 1.00 point) may be given for projects mitigating an issue identified in a Safety Improvement Program (ISIP, RDIP, or Top 25).
PROJECT FUNDING	**Weight: 4.0%**	No (0.00) · Local Match In development (0.50) · Local Match committed (1.00)
	Does the project include a committed local match for state or federal funding, or allow two or more streams of funding to be applied to a single project area?	
PROJECT READINESS	**Weight: 5.1%**	No (0.00) · Clearance complete (0.25)
	Is environmental clearance complete? (25%)	
	Does the project require additional right-of-way to be acquired? (25%)	Yes (0.00) · No (0.25)
	Is design complete? (50%)	No (0.00) · Design on TIP (0.25) · Design complete (0.50)

Table 1B. Scoring Step 1 Categories & Criteria – Facilities Extension Projects

Step ❶	Category & Criteria Descriptions	Criteria Scale
Facilities Extension Projects		**Lesser benefit or priority . . . . . Higher benefit or priority**
NETWORK CLASSIFICATION	**Weight: 13.4%**	Non-NHS < 500 ADT (0.00) · Non-NHS 500 to 2,000 ADT (0.25) · Non-NHS < 500 ADT (0.00) · Non-NHS 500 to 2,000 ADT (0.25)
Is the planned project a regional facility? Significance or importance of the route or facility.		
USAGE	**Weight: 38.7%**	Fourth Quartile (0.00) · Third Quartile (0.25) · Second Quartile (0.50) · First Quartile (1.00)
Will the project serve a high volume of users? Traffic volume forecast range of the facility, in relation to others in the same classification.		
CONDITION	**Weight: 17.6%**	Fourth Quartile (0.00) · Third Quartile (0.25) · Second Quartile (0.50) · First Quartile (1.00)
Does the project provide an alternative to routes with existing deficiencies, weight or clearance postings or existing congestion? Condition range of the existing facility. Bridge – Risk Assessment. Pavement – IRI or Priority.		
SAFETY	**Weight: 21.1%**	Crash Rate / Number of Crashes: Q1 (0.50, 0.60, 0.75, 1.00); Q2 (0.50, 0.50, 0.60, 0.75); Q3 (0.15, 0.25, 0.50, 0.60); Q4 (0, 0.15, 0.50, 0.50); columns Q4, Q3, Q2, Q1
Is the project on or provide an alternative to a facility with a high recorded incidence of reportable crashes? Crashes vs. Crash Rate matrix range for the existing facility. ▪ Crash Rates and Number of Crashes by roadway segment ranked by quartile ▪ Quartile 1 (Q1) represents the highest rates or number of crashes		A bonus of 0.25 point (up to the category max. of 1.00 point) may be given for projects mitigating an issue identified in a Safety Improvement Program (ISIP, RDIP, or Top 25).
PROJECT FUNDING	**Weight: 4.0%**	No (0.00) · Local Match In development (0.50) · Local Match committed (1.00)
Does the proposed project need fall within existing annual funding amounts?		
PROJECT READINESS	**Weight: 5.1%**	No (0.00) · Clearance complete (0.25)
Is environmental clearance complete? (25%)		
Does the project require additional right-of-way to be acquired? (25%)		Yes (0.00) · No (0.25)
Is design complete? (50%)		No (0.00) · Design on TIP (0.25) · Design complete (0.50)

Table 1C. Scoring Step 1 Categories & Criteria – Studies & Planning Projects

Step ❶	Category & Criteria Descriptions	Criteria Scale
Studies and Planning Projects		**Lesser benefit or priority . . . . . Higher benefit or priority**
SCOPE & SCALE	**Weight: 35.1%**	Single Location (0.00) — Multiple (2-5) Locations (0.25) — Regional (0.50)
Is the area considered in the project regional or consisting of more than five separate locations?		
What is the project's area or population of influence?		Local Population Center (0.25) — Regional or Multi-County (0.50)
PLAN DEVELOPMENT	**Weight: 15.5%**	No (0.00) — Yes (1.00)
Is the project updating or expanding a previously completed effort?		
PLANNING PROCESS REQUIREMENT	**Weight: 37.8%**	No (0.00) — Develops Projects For the TIP (0. 50) — Planning Process Requirement (1.00)
Does the project complete a plan or update required under state or federal guidelines, such as LRTP, Coordinated Transit Plan, or Development of Regional Significance report?		
PROJECT FUNDING	**Weight: 11.6%**	No (0.00) — Local Match In development (0.50) — Local Match committed (1.00)
Does the project include committed local match?		

Table 2. Scoring Step 2 Categories & Criteria – All Projects

Step ❷	Category & Criteria Descriptions	Criteria Scale Lesser importance/value . . . . . Greater importance/value			
All Projects		Not important / valuable	Slightly important / valuable	Important / valuable	Very important / Valuable
1. ECONOMIC VITALITY	**Weight: 18.0%** • Provides, improves, or maintains access to an existing or proposed KOZ, Targeted Investment Area, major employer, DCNR investment area, tourist, or other attraction • Facilitates regional movement of freight • Listed on the regional Comprehensive Economic Development Strategy	0	1	2	3
2. SAFETY & SECURITY	**Weight: 8.0%** • Reduces crashes and conflicts between motorized and non-motorized transportation modes • Improves safety of intersections and roadway alignments • Improves the security of the traveling public (improves incident response, establishes detour/evacuation routes, implements security features on public transportation)	0	1	2	3
3. ACCESSIBILITY & MOBILITY	**Weight: 9.0%** • Improves public transportation services: routes, ride share, vanpools, and park and ride lots • Improves pedestrian and bicycle facilities • Improves access to airports, freight distribution facilities, or major commercial/industrial districts • Implements Complete Streets principles	0	1	2	3
4. ENVIRONMENT	**Weight: 7.0%** • Protects sensitive environmental, cultural, or historic resources • Supports redevelopment of a brownfield or re-occupancy of a previously developed facility • Benefits air quality or demonstrably reduces greenhouse gas emissions • Reduces the number or length of daily vehicle trips	0	1	2	3

Table 2. Scoring Step 2 Categories & Criteria – All Projects
(continued)

Step ❷	Category & Criteria Descriptions	Criteria Scale Lesser importance/value . . . . . Greater importance/value
All Projects		Not important / valuable · Slightly important / valuable · Important / valuable · Very important / Valuable
5. INTEGRATION & CONNECTIVITY	**Weight: 9.0%** • Eliminates/overcomes barriers (closures, detours/delays, weight restrictions) in key corridors • Establishes/maintains intermodal connections • Introduces new connections between existing travel patterns (street connectivity, linking bicycle/pedestrian routes, connections between transit routes and providers)	0 1 2 3
6. EFFICIENCY	**Weight: 8.0%** • Reduces congestion, improvEes Levels of Service, reduces travel times • Increases public transportation service frequency and capacity • Improves system functionality (signal upgrades, ITS applications, access management)	0 1 2 3
7. SYSTEM PRESERVATION	**Weight: 30.0%** • Prolongs useful life of the existing transportation system and infrastructure through reconstruction, rehabilitation and preventative maintenance • Rehabilitates and modernizes public transportation facility/fleet • Improves ride quality (reduces International Roughness Index)	0 1 2 3
8. LAND USE & TRANSPORTATION COMPATIBILITY	**Weight: 11.0%** • Improves/supports the existing transportation infrastructure and land use patterns • Promotes Smart Growth Principles • Manages or revises access to higher order facilities (arterials, collectors) • Avoids isolating or dividing communities	0 1 2 3

Appendix E Comment Cluster Analysis Methodology

Cluster Analysis of Comment Data compiled by the State Transportation Commission and PennDOT and its use in Public Engagement during the SEDA-COG MPO Long Range Transportation Plan

As part of the 2040 SEDA-COG MPO Long Range Transportation Plan update, two Transportation Issues Forums were conducted to solicit input from key stakeholders regarding their transportation-related issues, concerns, and priorities. The input was reviewed and utilized to reinforce existing project data or generate new project concepts for inclusion in the updated LRTP.

What was unique about these two Forum meetings was the opportunity for attendees to view and identify with the feedback the State Transportation Commission (STC) and the Pennsylvania Department of Transportation (PennDOT) received through recent online surveys. The surveys allowed any member of the public to identify transportation features on a web map and locate comments at their points of concern. The State Transportation Commission conducted two such surveys, in support of the 2015 and 2017 Twelve Year Program revisions. In 2014, PennDOT compiled input for their long range planning effort, PA On Track, using a similar online portal technique. Taken together, the three surveys yielded more than 1,200 unique comment points within the SEDA-COG MPO, as shown in **Table 1**.

Table 1. Comments in the SEDA-COG MPO Area

Dataset	SEDA-COG MPO Comments
2015 Twelve Year Plan (STC)	427
2014 PA OnTrack LRTP (PennDOT)	138
2017 Twelve Year Plan (STC)	697
TOTAL COMMENTS	**1,262**

With the comment datasets being made available to the Planning Partners as GIS point shapefiles, SEDA-COG MPO obtained the three datasets and attempted to combine them into one dataset. In each survey, participants tagged their comments according to a pre-defined set of topic categories. **Table 2** shows the categories used in each survey and how they were combined into a standardized set of categories, so that the datasets could be combined.

Table 2. Topic Category Merging

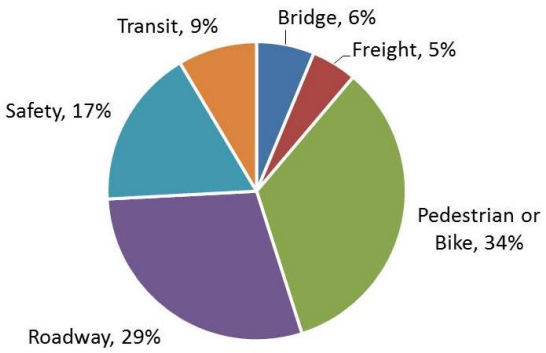
2015 TYP (STC)	2014 PA OnTrack (PennDOT)	2017 TYP (STC)	SEDA-COG MPO LRTP Cluster Analysis
Bridge	Bridge	Bridge	**Bridge**
Freight		Freight	**Freight**
Bike-Ped	Walking Path	Pedestrian or Bike	**Pedestrian or Bike**
	Bike Path		

Highways	Roadway	Roadway	**Roadway**
Traffic	Congestion		
	Safety	Safety	**Safety**
Transit	Transit	Transit	**Transit**

When merged, comments were distributed into the six (6) standardized topic categories as described in in **Table 3**.

Table 3. Total Merged Comments by Topic Category

Topic Category	SEDA-COG MPO Comments
Bridge	79
Freight	62
Pedestrian or Bike	428
Roadway	367
Safety	218
Transit	108



The datasets were merged in GIS and the spatial "Cluster Analysis" of the comment points was undertaken. The Cluster Analysis was an application of Hot Spot Analysis techniques implemented in ESRI ArcGIS software. The technique works from the Getis-Ord Gi* statistic. The component statistics are calculated for each feature according to its context with neighboring features. Statistically significant hot spots are identified when a feature receives a high score and is surrounded by other features with high scores. A high score is determined in a relative manner by comparing the local score of a feature to the scores of all other features in the dataset.[1]

The initial analysis completed on the comments in the SEDA-COG MPO area identified 87 clusters (**Table 4**), which encompassed about 40% of the total comments in the SEDA-COG MPO area.

Table 4. Comment Clusters by County

County	Clusters
Clinton	5
Columbia	5
Juniata	2
Mifflin	6
Montour	3
Northumberland	33

[1] http://pro.arcgis.com/en/pro-app/tool-reference/spatial-statistics/h-how-hot-spot-analysis-getis-ord-gi-spatial-stati.htm.

Snyder	13
Union	20
TOTAL	87

In the next step, the comments within each identified cluster were evaluated to see if there were common themes within each cluster. While the ESRI analysis tool effectively identified where multiple comments were located close together, there was no automated way to determine whether or not the clustered comments had any common theme. We considered conducting the Cluster Analysis separately for each transportation topic group, but we had to acknowledge that a single issue could easily receive comments across the comment categories. For instance, comments supporting the CSVT project were dispersed among the Safety, Bridge, Roadway, and Freight categories. After eliminating some false clusters and several comprised of neighboring, related small clusters that combined to form larger ones, 52 clusters remained (**Table 5**).

In preparation for the Forum meetings, the comments and clusters were mapped both at the county-level and in local detail, with each cluster given its own inset map over an aerial background. A sample county-level map is shown in **Figure 1**, and a cluster detail collection is shown in **Figure 2**. The individual comments were listed and reviewed for trends, then examined against overlays of safety issues, pavement and bridge needs, etc. Project ideas and solutions were identified, along with currently programmed projects and existing planning efforts that had already identified the issue.

The county-level mapping and detailed cluster maps formed the primary interaction point for the Transportation Issues Forums. Participants were asked to review the mapping, and agree with ("like") an existing idea by placing a star sticker next to the project idea. Some participants preferred to write additional ideas on the mapping which were, in turn, "liked" by others. As a result of the Forums, many of the concerns expressed in the STC and PennDOT comments were confirmed. The Forum process also called attention to new locations of concern, and twenty (20) new project ideas were generated for consideration in the Long Range Transportation Plan.

Figure 1. Sample County Level Cluster Map

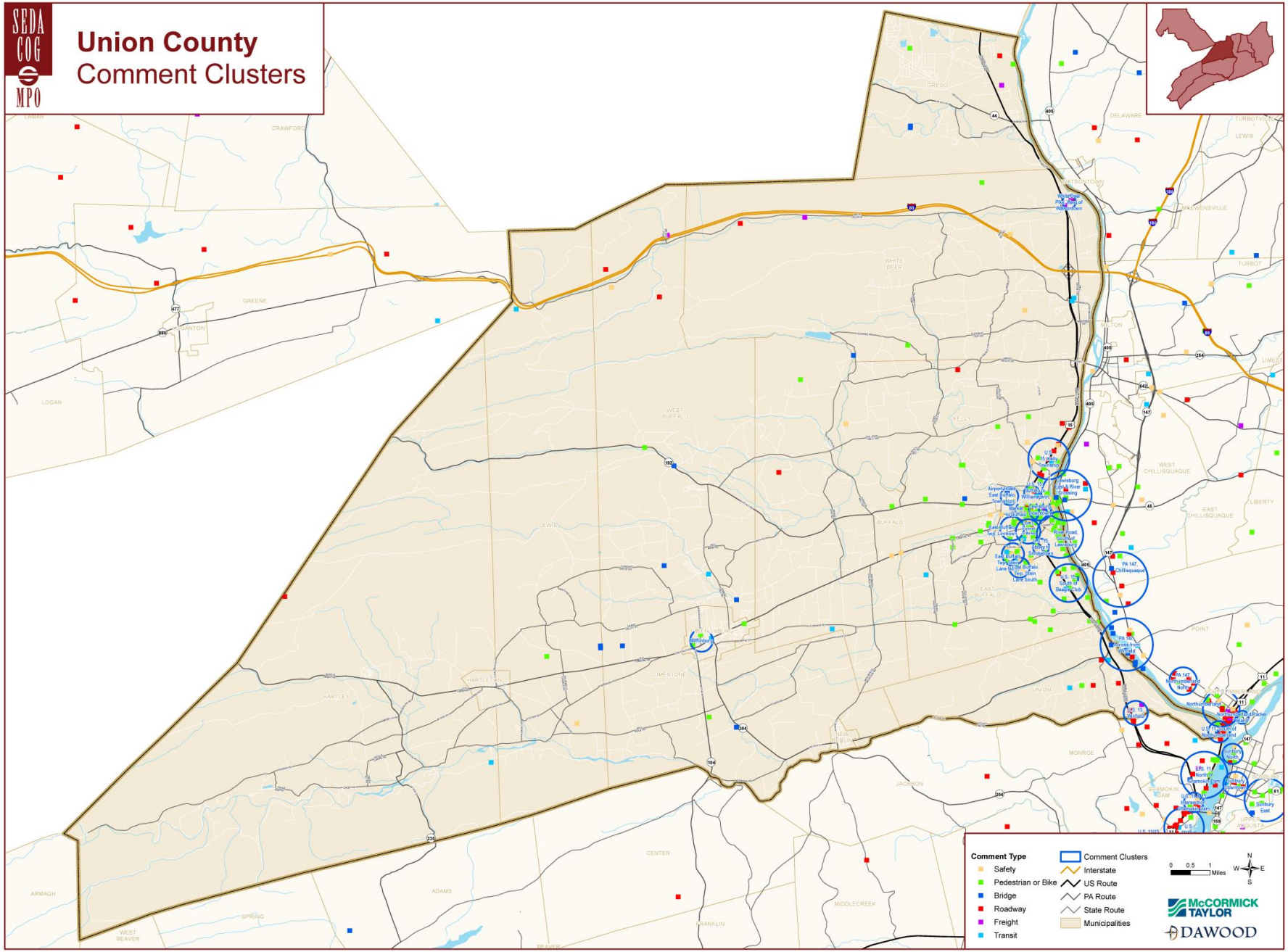


Figure 2. Sample Cluster Detail Collection

SEDA COG MPO

Union County

U.S. 15, Market to Buffalo

ID	Category	Comments (93) ** SAMPLE SHOWN **
1	Ped/Bike	Bike Path Connection between Buffalo Valley Rail Trail needed to Lbg downtown area
2	Ped/Bike	Bike Path A safe connection is needed between the BVRT west end of the trail to downtown Lewisburg. Across Route 15 is the ideal location.
24	Roadway	Congestion Traffic signal modernization to prevent ques from extending into adjacent intersections
26	Roadway	Congestion Signal modernization to address queue issues. Also advanced left turn signal needed on eastbound approach on SR 0192 due to increased traffic and in particular trucks.
34	Roadway	Roadway Other Long-term implementation of the US Route 15 Smart Transportation Corridor Plan with median boulevard and other traffic calming measures
47	Ped/Bike	Rt 15 and Rt 45 intersection is currently very dangerous for pedestrians, who are often overlooked by motorists. More visible pedestrian facilities needed.
48	Ped/Bike	Rt 15 and Rt 45 intersection is dangerous for bikes trying to get from town to Buffalo Valley Rail Trail and vise versa. Significant bike facility improvements needed here.
54	Safety	This crossing is unsafe for pedestrians and also the site of many near misses for vehicles. There will be increased traffic here with the high school moving out of town and other new development. It is already non-functional and will likely get
56	Ped/Bike	New development will bring new traffic and some limited pedestrian accommodation to the intersection, however, there is no crosswalk on the south side of the intersection and no good way for cyclists to trip the signal resulting in a dysfunctional
64	Ped/Bike	Lewisburg has a great rail trail, and a new shopping center going in west of HWY 15. Crossing 15 is a nightmare for those of us who live in the high-density downtown area, including thousands of students who will clog streets and roads to make the
83	Ped/Bike	Up and down Rt. 15 is another area where I see pedestrians in very dangerous conditions. Some sidewalks exist...very few, but they do not connect. It would be in our city's interest to install sidewalks and connective pathways to link rt 15 shops to
84	Ped/Bike	All Rt. 15 intersections need to have accommodations for bike and pedestrian use/crossings. I am a parent of a small child, regularly cross 15 to get to the rail trail, bike to the farmer's market or other places and these crossings are nerve-racking

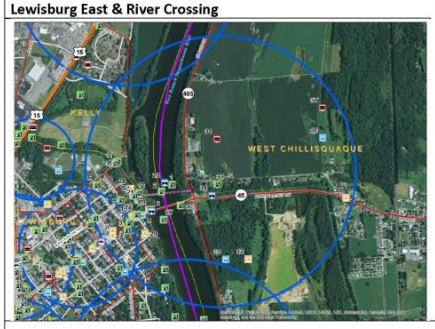
Project Ideas	Like
Central Susquehanna Valley Throughway (CSVT) • PennDOT Project programmed	
Lewisburg/East Buffalo Township adaptive signal system • Active project; Completion in 2016	
Implement elements of U.S. 15 Corridor Plan during reconstruction cycles: • Sidewalks on both sides of U.S. 15 • Consistent zoning and access management	
Build Buffalo Valley Rail Trail connection across U.S. 15 Add Buffalo Road (PA 192) left-turn phase/signal at U.S. 15	

Lewisburg Downtown

ID	Category	Comments (34) ** SAMPLE SHOWN **
4	Ped/Bike	Bike Path The Rail trail should also connect to Bucknell University. Get students walking safely into town.
5	Ped/Bike	Bike Path A pathway down St. Johns street to the river, community garden and soldiers park would make sense. And, it would very likely help the businesses along this road too!
7	Roadway	Congestion Create an alternate route for buses from Route 15 to downtown Lewisburg. Buses are very loud on residential block.
9	Safety	Safety Traffic signal issues Redlights in town do not allow frequent enough pedestrian crossing
11	Safety	Safety Other This road is not wide enough for 2 way traffic - especially when biking.
14	Safety	Cars don't stop for pedestrians at the crosswalk
16	Ped/Bike	With the exception of the US 15 crossing this is the last piece needed to complete the Buffalo Valley Rail Trail through Lewisburg Borough to connect to the bridge over the Susquehanna River.
19	Transit	Need better bus schedules and routes to major cities nearby (Philly, Harrisburg, New York).
24	Transit	We need public transit to the airport. Getting to Harrisburg from Lewisburg is outrageously difficult and expensive. We need to be more connected.
25	Ped/Bike	Bike lane needed to connect campus to Market Street.
30	Ped/Bike	NO ONE STOPS at pedestrian crossings - perhaps there are too many that are all ignored instead of a few that people actually stop for
31	Transit	There is limited connectivity of Lewisburg to major metro areas by public transport. Given the high demand for travel from this area to Harrisburg, Philadelphia, DC, NYC, Pittsburgh, State College, increased frequency of public bus routes should be

Project Ideas	Like
North Central PA Public Transportation Task Force Regional Transit Needs Assessment Final Report (2011) • http://www.seda-cog.org/transportation/Pages/NCPPTT.aspx	
Build Buffalo Valley Rail Trail connection through Lewisburg • Planned alignment on St. John Street	
Develop/enhance "wayfinding" program that directs traffic to parking and appropriate routes through the Borough • Identify & designate truck routes (state system) • Integrate parking and loading areas to support businesses	

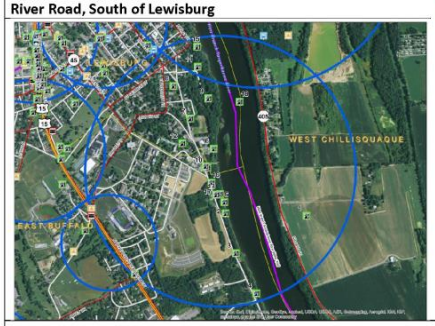
Lewisburg East & River Crossing



ID	Category	Comments (38) ** SAMPLE SHOWN **
2	Ped/Bike	Bike Path A bike path across the railroad bridge would be amazing!
4	Ped/Bike	Bike Path There is a need for an extension of the Buffalo Valley Rail Trail through Lewisburg and to the River and old RR bridge. Bike lanes, Bike chevrons, or other markings could be useful.
6	Bridge	Bridge in need of repair The old railroad bridge is an eyesore and a hazard waiting to happen especially if a kid decided to go have "fun" on it. Please either take it down or fix it up.
9	Ped/Bike	Walking Path a walkway along the river would make the community much more friendly and open it up to the river
11	Ped/Bike	Sidewalk is on the downstream side of bridge perhaps for fishing, but pedestrians need a sidewalk on the upstream side in order to connect the soccer fields and Riverwoods Senior Living facilities to downtown.
13	Safety	Cars driving into town off the bridge are typically going much too fast when they reach Water St. Need advance warnings to slow and yield to pedestrians.
16	Safety	In the last year there have been 6+ crashes at this intersection. It is extremely dangerous for pedestrians, cyclists, and cars. Because of the speed with which people come off the bridge, the blind angles, and the weird traffic patterns (turns, etc) i
23	Ped/Bike	This is a very unsafe crossing and should be improved with perhaps speed bumps, flashing yellow light, or other safety measures to slow trucks/cars coming into town.
26	Safety	Slowing / minimizing traffic that runs, inexplicably, RIGHT through the main street of town. Provide an alternative for heavy freight.
30	Ped/Bike	Bike Path Use the old railroad bridge to keep traffic away from those on bikes or on foot
35	Transit	Transportation for locals to get to and from stores and shopping and schools hospitals etc.
36	Transit	No public transportation available

Project Ideas	Like
Streetscape/Traffic Calming/Circulation/Gateway Improvement along Market Street at Water Street • Slow vehicles entering Lewisburg • Address traffic circulation issues	
Build Buffalo Valley Rail Trail connection through Lewisburg • River crossing on former railroad bridge	

River Road, South of Lewisburg



ID	Category	Comments (18) ** SAMPLE SHOWN **
1	Ped/Bike	Bike Path Location
2	Ped/Bike	Bicycle Path needed along the Susquehanna River linking to downtown lewisburg and the Bufallo Valley Rail Trail
4	Ped/Bike	Walking Path Frequent runners and pedestrians on River Road or trespassing on the neighboring railroad tracks shows demand for pedestrian and bike trails along this popular road and would increase safety for all.
7	Ped/Bike	Bike Path Crossing Rte 15 parallel to Rte 45
9	Ped/Bike	Bike Path Bikes could also use this path!
11	Ped/Bike	Walking Path Get Bucknell students off of river road. There have been so many close calls on this road. Let's use the railroad!
12	Ped/Bike	Walking Path Extend the Buffalo VAlley Rail Trail into down town Lewisburg
13	Ped/Bike	Walking Path Location
14	Ped/Bike	Bike/running lane needed along river road into downtown
15	Ped/Bike	Trail along river to walk
16	Ped/Bike	Would be very helpful to have a bike lane here
17	Ped/Bike	Creating a trail here - perhaps a rail trail? - would be great use of riverfront, connecting downtown Lewisburg and Bucknell to homes and other communities to the south. Would be a beautiful and well used route.

Project Ideas	Like
Identify trail concept/feasibility • Susquehanna Greenways Partnership • Seek Bucknell University partnership • Potential TAP project	

LEGEND

Comments by Category: Safety; Pedestrian or Bike; Bridge; Roadway; Freight; Transit; Comment Clusters

Projects: Completed; Under Construction (point); Under Construction (line); TYP Planned Project (point); TYP Planned Project (line)

Roadways: Interstate; US Highway; PA Route; SR Route

Trails by Status: Open; Under Construction; Planned; Proposed

PA County Boundary; PA Municipal Boundary

McCORMICK TAYLOR DAWOOD

Table 5. Grouped Comment Clusters

	COUNTY	COUNT	CLUSTER_ID	LOCATION
1	Clinton	1	135	Mill Hall, Hogan Boulevard
2	Clinton	2	140	U.S. 220, Auction Road
3	Clinton	3	148	U.S. 220, Salona
4	Clinton	4	162	Lock Haven
5	Columbia	1	547	Bloomsburg West
6	Columbia	2	566	Bloomsburg Downtown
7	Columbia	4	595	Berwick
8	Columbia	3	587,589	West of Berwick
9	Juniata	1	74	Mifflintown
10	Juniata	2	75	Port Royal
11	Mifflin	3	64	Milroy
12	Mifflin	2	21,24	Lewistown
13	Mifflin	1	41,48	U.S. 322 to Centre County
14	Montour	1	517	Danville West
15	Montour	2	518	Danville East
16	Northumberland	1	298	Sunbury Downtown
17	Northumberland	2	300	Sunbury North
18	Northumberland	4	303	U.S. 11, South of Northumberland
19	Northumberland	5	306	Northumberland/Packer Island
20	Northumberland	10	525	Elysburg
21	Northumberland	3	302,305	Northumberland
22	Northumberland	6	314,315	Sunbury East
23	Northumberland	8	412,413	PA 147, Chillisquaque
24	Northumberland	9	415,416	PA 147, Northumberland North
25	Northumberland	7	399,402,403	PA 147, Across from Winfield
26	Snyder	1	248	U.S. 522 at Salem/University
27	Snyder	2	250	U.S. 522 at Broad
28	Snyder	5	264	U.S. 11/15, Susquehanna Valley Mall
29	Snyder	8	274	U.S. 11/15, Shamokin Dam South
30	Snyder	10	290	U.S. 11 & 15 Intersection, Shamokin Dam
31	Snyder	3	255,256	U.S. 11/15 Interchange at U.S. 522
32	Snyder	4	257,259	Selinsgrove Southeast
33	Snyder	6	265,266	Selinsgrove Northeast
34	Snyder	7	272,273	U.S. 11/15, Hummel's Wharf
35	Snyder	9	285,287,289	U.S. 11/15 at PA 61
36	Snyder	11	291,297,299	U.S. 11, North of Shamokin Dam
37	Union	1	280	U.S. 15, Winfield
38	Union	2	348	Mifflinburg

Table 5. Grouped Comment Clusters (continued)

	COUNTY	COUNT	CLUSTER_ID	LOCATION
39	Union	3	360	East Buffalo Twp, Stein Lane South
40	Union	4	365	East Buffalo Twp, Stein Lane North
41	Union	5	367	East Buffalo Twp, Linntown
42	Union	6	368	U.S. 15, Bucknell to Market
43	Union	7	370	Airport Road, East Buffalo Township
44	Union	8	371	U.S. 15, Market to Buffalo
45	Union	9	379	U.S. 15, Buffalo to William Penn
46	Union	11	407	U.S. 15, Abbey to Smoketown
47	Union	13	419	Lewisburg Downtown
48	Union	15	456	White Deer PIke, West of Watsontown
49	Union	10	405,406	U.S. 15, South of Beagle Club
50	Union	12	408,409	River Road, South of Lewisburg
51	Union	14	422,423	U.S. 15, Kelly Township
52	Union	16	420,421,426	Lewisburg East & River Crossing

Appendix F Draft 2017-28 Twelve Year Program

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Clinton	2		000	68128	Reserve Line Item Safety	C	SAMI	2017	HSIP	380,000				380,000													380,000	
Clinton	2		LOC	83139	Retro Local Bridge	C	BRDG	2017			183	115,775	60,193	175,968													175,968	
Clinton	2		LOC	83139	Retro Local Bridge	C	BRDG	2017			581	125,000		125,000													125,000	
Clinton	2		R06	105866	Walnut Street RR Warn Dev	C	SAMI	2019	RRX	106,000				106,000													106,000	06/30/2017 E
Clinton	2		SAF	76205	Line Item Safety	+C	SAMI	2025													HSIP	3,702,400				3,702,400	3,702,400	
Clinton	2	44	A01	3859	PA 44/Pine Creek Br.	C	BRDG	2025															185	14,404,632		14,404,632	14,404,632	02/28/2025 E
Clinton	2	64	A02	89985	Big Fishing Creek Br 2	F	BRDG	2017			185	412,419		412,419													412,419	
Clinton	2	64	A02	89985	Big Fishing Creek Br 2	U	BRDG	2017			185	51,500		51,500													51,500	01/30/2018 E
Clinton	2	64	A02	89985	Big Fishing Creek Br 2	R	BRDG	2017			185	54,590		54,590													54,590	
Clinton	2	64	A02	89985	Big Fishing Creek Br 2	+C	BRDG	2018	STP	2,719,288				2,719,288													2,719,288	03/29/2018 E
Clinton	2	120	0	93317	Norfolk Southern Bridge	+C	BRDG	2025													NHPP	9,334,007				9,334,007	9,334,007	09/30/2025 E
Clinton	2	120	0	99977	W.Shintown to Renovo	C	HRST	2025															581	2,737,461		2,737,461	2,737,461	01/30/2025 E
Clinton	2	120	319	99985	Bucktail Trail Hwy II	C	HRST	2025															581	12,341,386		12,341,386	12,341,386	02/28/2025 E
Clinton	2	120	320	93310	Paul Mack Boulevard	C	HRST	2017			581	225,000		225,000													225,000	08/11/2016 E
Clinton	2	120	A09	3797	PA 120/Montours Run	F	HRST	2017			581	298,700		298,700													298,700	
Clinton	2	120	A09	3797	PA 120/Montours Run	U	BRDG	2017			581	119,405		119,405													119,405	11/30/2017 E
Clinton	2	120	A09	3797	PA 120/Montours Run	R	BRDG	2017			185	103,000		103,000													103,000	
Clinton	2	120	A09	3797	PA 120/Montours Run	C	BRDG	2018			581	981,333		981,333													981,333	02/15/2018 E
Clinton	2	120	A14	69493	Mill Run Bridge	F	BRDG	2017			185	298,700		298,700													298,700	
Clinton	2	120	A14	69493	Mill Run Bridge	U	BRDG	2017			581	119,405		119,405													119,405	11/30/2017 E
Clinton	2	120	A14	69493	Mill Run Bridge	R	BRDG	2017			185	103,000		103,000													103,000	
Clinton	2	120	A14	69493	Mill Run Bridge	C	BRDG	2018			581	989,310		989,310													989,310	02/15/2018 E
Clinton	2	120	P22	4601	2018 SEDACOG Bridge Preserva	P	BRDG	2017	STP	100,000	185	163,909		263,909													263,909	
Clinton	2	120	P22	4601	2018 SEDACOG Bridge Preserva	R	BRDG	2017			185	28,000		28,000													28,000	
Clinton	2	120	P22	4601	2018 SEDACOG Bridge Preserva	+C	BRDG	2018	BOF	103,512				103,512													103,512	04/26/2018 E
Clinton	2	120	P22	4601	2018 SEDACOG Bridge Preserva	+C	BRDG	2018	STP	2,013,844				2,013,844													2,013,844	04/26/2018 E
Clinton	2	150	000	3861	Laurel Run Bridge	+C	BRDG	2025													BOF	907,554				907,554	907,554	08/30/2025 E
Clinton	2	150	A04	69422	Hollenback Run Bridge	P	BRDG	2018			581	365,500		365,500													365,500	
Clinton	2	150	A04	69422	Hollenback Run Bridge	F	BRDG	2019			185	259,662		259,662													259,662	
Clinton	2	150	A04	69422	Hollenback Run Bridge	U	BRDG	2020			581	54,500		54,500													54,500	09/30/2019 E
Clinton	2	150	A04	69422	Hollenback Run Bridge	R	BRDG	2019			185	51,500		51,500													51,500	
Clinton	2	150	A04	69422	Hollenback Run Bridge	C	BRDG	2020			581	938,750		938,750													938,750	12/12/2019 E
Clinton	2	150	A04	69422	Hollenback Run Bridge	C	BRDG	2021									581	74,208		74,208							74,208	12/12/2019 E
Clinton	2	150	A05	105918	SR 150 over Bitner Run	P	BRDG	2018			581	365,500		365,500													365,500	
Clinton	2	150	A05	105918	SR 150 over Bitner Run	F	BRDG	2019			185	269,314		269,314													269,314	
Clinton	2	150	A05	105918	SR 150 over Bitner Run	U	BRDG	2020			581	54,500		54,500													54,500	09/30/2019 E
Clinton	2	150	A05	105918	SR 150 over Bitner Run	R	BRDG	2019			185	51,500		51,500													51,500	
Clinton	2	150	A05	105918	SR 150 over Bitner Run	C	BRDG	2020			581	938,750		938,750													938,750	12/12/2019 E
Clinton	2	150	A05	105918	SR 150 over Bitner Run	C	BRDG	2021									581	74,208		74,208							74,208	12/12/2019 E
Clinton	2	150	N33	93343	Lock Haven Signal Improvement	+F	SAMI	2017	HSIP	325,600				325,600													325,600	
Clinton	2	150	N33	93343	Lock Haven Signal Improvement	+U	SAMI	2017	HSIP	225,600				225,600													225,600	09/30/2018 E
Clinton	2	150	N33	93343	Lock Haven Signal Improvement	+R	SAMI	2017	HSIP	362,200				362,200													362,200	
Clinton	2	150	N33	93343	Lock Haven Signal Improvement	+C	SAMI	2018	HSIP	1,300,600				1,300,600													1,300,600	12/13/2018 E
Clinton	2	150	R94	96703	Lock Haven RR Warn Dev	C	SAMI	2017	RRX	2,060,000				2,060,000													2,060,000	08/30/2016 E
Clinton	2	220	C08	88526	0220 Pavement Restoration	C	HCON	2017	NHPP	1,000,000				1,000,000													1,000,000	04/24/2014 A
Clinton	2	477	A01	3784	PA 477 Fishing Ck Br.	+P	BRDG	2018	STP	212,000				212,000													212,000	
Clinton	2	477	A01	3784	PA 477 Fishing Ck Br.	+F	BRDG	2020	STP	356,500				356,500													356,500	
Clinton	2	477	A01	3784	PA 477 Fishing Ck Br.	+U	BRDG	2021							STP	57,964				57,964							57,964	
Clinton	2	477	A01	3784	PA 477 Fishing Ck Br.	+R	BRDG	2020	STP	54,500				54,500													54,500	
Clinton	2	477	A01	3784	PA 477 Fishing Ck Br.	+C	BRDG	2021							STP	1,749,093				1,749,093							1,749,093	12/30/2020 E
Clinton	2	477	A07	88181	Long Run Bridge II	P	BRDG	2018			581	412,000		412,000													412,000	
Clinton	2	477	A07	88181	Long Run Bridge II	F	BRDG	2019	STP	204,787	185	120,713		325,500													325,500	

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Clinton	2	477	A07	88181	Long Run Bridge II	U	BRDG	2020			185	54,500		54,500													54,500	12/30/2020 E
Clinton	2	477	A07	88181	Long Run Bridge II	R	BRDG	2019			185	51,500		51,500													51,500	
Clinton	2	477	A07	88181	Long Run Bridge II	C	BRDG	2020			185	1,237,500		1,237,500													1,237,500	03/12/2020 E
Clinton	2	880	A02	85148	SR 0880 over Rauchtown Cr	+P	BRDG	2025													BOF	453,777				453,777	453,777	
Clinton	2	880	A03	85149	SR 0880 Rauchtown Cr II	+P	BRDG	2025													BOF	405,682				405,682	405,682	
Clinton	2	1001	A01	3790	Lick Run Bridge	+U	BRDG	2017	BOF	31,000				31,000													31,000	06/30/2017 E
Clinton	2	1001	A01	3790	Lick Run Bridge	+R	BRDG	2017	BOF	51,500				51,500													51,500	
Clinton	2	1001	A01	3790	Lick Run Bridge	+C	BRDG	2018	BOF	1,065,488	185	282,341		1,347,829													1,347,829	09/28/2017 E
Clinton	2	1001	A01	3790	Lick Run Bridge	+C	BRDG	2018	STP	125,000				125,000													125,000	09/28/2017 E
Clinton	2	1001	A03	93303	Croak Hollow Run BOX	P	BRDG	2017			185	216,300		216,300													216,300	
Clinton	2	1001	A03	93303	Croak Hollow Run BOX	U	BRDG	2018			185	54,636		54,636													54,636	09/30/2018 E
Clinton	2	1001	A03	93303	Croak Hollow Run BOX	R	BRDG	2018			185	27,318		27,318													27,318	
Clinton	2	1001	A03	93303	Croak Hollow Run BOX	C	BRDG	2019			185	371,315		371,315													371,315	12/13/2018 E
Clinton	2	1001	C01	3850	SR 1001 Improvements	+C	HRST	2025													STP	13,737,360				13,737,360	13,737,360	01/30/2025 E
Clinton	2	1002	0	93318	SR 1002 W.Br. Susq Rvr	+P	BRDG	2022							STP	470,371				470,371							470,371	
Clinton	2	1002	0	93318	SR 1002 W.Br. Susq Rvr	+F	BRDG	2023							STP	415,270				415,270							415,270	
Clinton	2	1002	0	93318	SR 1002 W.Br. Susq Rvr	+U	BRDG	2023							STP	138,424				138,424							138,424	
Clinton	2	1002	0	93318	SR 1002 W.Br. Susq Rvr	+R	BRDG	2023							STP	238,424				238,424							238,424	
Clinton	2	1002	0	93318	SR 1002 W.Br. Susq Rvr	C	BRDG	2024									581	5,326,144		5,326,144							5,326,144	09/30/2024 E
Clinton	2	1004	A01	3798	Plum Run BOX STA	C	BRDG	2017			185	50,000		50,000													50,000	02/11/2016 A
Clinton	2	1004	A02	93272	Little Plum Run BOX	P	BRDG	2020			185	260,536		260,536													260,536	
Clinton	2	1004	A02	93272	Little Plum Run BOX	U	BRDG	2021									185	60,000		60,000							60,000	09/30/2021 E
Clinton	2	1004	A02	93272	Little Plum Run BOX	R	BRDG	2021									185	35,000		35,000							35,000	
Clinton	2	1004	A02	93272	Little Plum Run BOX	C	BRDG	2022									185	440,000		440,000							440,000	12/09/2021 E
Clinton	2	1008	A02	93274	Plum Run BOX	P	BRDG	2019			185	236,357		236,357													236,357	
Clinton	2	1008	A02	93274	Plum Run BOX	U	BRDG	2020			185	33,765		33,765													33,765	09/30/2020 E
Clinton	2	1008	A02	93274	Plum Run BOX	R	BRDG	2020			185	28,138		28,138													28,138	
Clinton	2	1008	A02	93274	Plum Run BOX	C	BRDG	2021									185	405,856		405,856							405,856	12/18/2020 E
Clinton	2	1010	A02	93301	Mill Race BOX	P	BRDG	2018			185	225,500		225,500													225,500	
Clinton	2	1010	A02	93301	Mill Race BOX	U	BRDG	2019			185	45,020		45,020													45,020	09/30/2019 E
Clinton	2	1010	A02	93301	Mill Race BOX	R	BRDG	2019			185	28,138		28,138													28,138	
Clinton	2	1010	A02	93301	Mill Race BOX	C	BRDG	2020			185	405,746		405,746													405,746	12/19/2019 E
Clinton	2	1020	A01	93940	SR 1020 Reeds Run BOX	C	BRDG	2017			185	301,560		301,560													301,560	12/15/2016 E
Clinton	2	2002	A07	105798	SR 2002 Box Culvert	P	BRDG	2017			185	30,900		30,900													30,900	
Clinton	2	2002	A07	105798	SR 2002 Box Culvert	U	BRDG	2017			581	30,900		30,900													30,900	09/30/2017 E
Clinton	2	2002	A07	105798	SR 2002 Box Culvert	R	BRDG	2017			185	30,900		30,900													30,900	
Clinton	2	2002	A07	105798	SR 2002 Box Culvert	C	BRDG	2018			185	318,270		318,270													318,270	12/21/2017 E
Clinton	2	2015	A02	106306	SR 2015 Bridge ov SEDACOG JR	+P	BRDG	2020	NHPP	450,000				450,000													450,000	
Clinton	2	2015	A02	106306	SR 2015 Bridge ov SEDACOG JR	+F	BRDG	2023							NHPP	430,456				430,456							430,456	
Clinton	2	2015	A02	106306	SR 2015 Bridge ov SEDACOG JR	+U	BRDG	2023							NHPP	122,987				122,987							122,987	
Clinton	2	2015	A02	106306	SR 2015 Bridge ov SEDACOG JR	+R	BRDG	2023							NHPP	122,987				122,987							122,987	
Clinton	2	2015	A02	106306	SR 2015 Bridge ov SEDACOG JR	+C	BRDG	2024							NHPP	5,567,080				5,567,080							5,567,080	02/28/2024 E
Clinton	2	4005	A02	69503	SR 4005 Young Womens Crk	+P	BRDG	2022							STP	403,175				403,175							403,175	
Clinton	2	4005	A02	69503	SR 4005 Young Womens Crk	+F	BRDG	2022							STP	260,471				260,471							260,471	
Clinton	2	4005	A02	69503	SR 4005 Young Womens Crk	+U	BRDG	2022							STP	67,196				67,196							67,196	
Clinton	2	4005	A02	69503	SR 4005 Young Womens Crk	+R	BRDG	2022							STP	80,235				80,235							80,235	
Clinton	2	4005	A02	69503	SR 4005 Young Womens Crk	+C	BRDG	2022							STP	2,892,933				2,892,933							2,892,933	09/30/2023 E
Clinton	2	7405	LOC	102502	Peale Avenue Bridge	P	BRDG	2017	BOF	329,713	581	61,822		391,535													391,535	
Clinton	2	7405	LOC	102502	Peale Avenue Bridge	F	BRDG	2021							BOF	324,597	183	81,149		405,746							405,746	
Clinton	2	7405	LOC	102502	Peale Avenue Bridge	U	BRDG	2021							STP	92,742	183	23,185		115,927							115,927	
Clinton	2	7405	LOC	102502	Peale Avenue Bridge	R	BRDG	2021							BOF	92,742	183	23,185		115,927							115,927	
Clinton	2	7405	LOC	102502	Peale Avenue Bridge	C	BRDG	2022							BOF	4,895,615				4,895,615							4,895,615	01/30/2024 E

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Totals for: Clinton										13,577,132		12,454,197	60,193	26,091,522		18,422,762		6,542,935		24,965,697		28,540,780		29,483,479		58,024,259	109,081,478	
Columbia	3			105014	16-17 RPM Contract SEDA-COG	C	SAMI	2017			581	77,000		77,000													77,000	06/23/2017 E
Columbia	3			105015	17-18 RPM Contract SEDA-COG	C	SAMI	2018			581	77,000		77,000													77,000	06/23/2018 E
Columbia	3			106276	18-19 RPM Contract SEDA-COG	C	HRST	2019			581	77,000		77,000													77,000	06/18/2019 E
Columbia	3			106277	19-20 RPM Contract SEDA-COG	C	HRST	2020			581	77,000		77,000													77,000	06/18/2020 E
Columbia	3		000	68016	3-0 SEDA-COG Line Item	C	SAMI	2017	HSIP	2,736,600				2,736,600													2,736,600	
Columbia	3		000	68016	3-0 SEDA-COG Line Item	C	HRST	2017	NHPP	2,466,316				2,466,316													2,466,316	
Columbia	3		000	68016	3-0 SEDA-COG Line Item	C	SAMI	2021							HSIP	5,553,600				5,553,600							5,553,600	
Columbia	3		000	68016	3-0 SEDA-COG Line Item	C	SAMI	2025													HSIP	5,553,600				5,553,600	5,553,600	
Columbia	3		LBR	107019	Adjacent Box Beam Bridge Bundl	P	BRDG	2023							BOF	368,000	183	69,000	23,000	460,000							460,000	
Columbia	3		LBR	107019	Adjacent Box Beam Bridge Bundl	F	BRDG	2024							BOF	260,000	183	48,750	16,250	325,000							325,000	
Columbia	3		LBR	107019	Adjacent Box Beam Bridge Bundl	U	BRDG	2024							BOF	180,000	183	33,750	11,250	225,000							225,000	
Columbia	3		LBR	107019	Adjacent Box Beam Bridge Bundl	R	BRDG	2024							BOF	180,000	183	33,750	11,250	225,000							225,000	
Columbia	3		LBR	107019	Adjacent Box Beam Bridge Bundl	C	BRDG	2025													BOF	3,200,000	183	600,000	200,000	4,000,000	4,000,000	01/09/2025 E
Columbia	3		LBR	5377	T-812 over Coles Creek	C	BRDG	2017	BOF	800,000	183	150,000	50,000	1,000,000													1,000,000	01/12/2017 E
Columbia	3		LBR	93624	T-667 over Raven Creek	F	BRDG	2018	BOF	96,000	183	18,000	6,000	120,000													120,000	12/01/2017 E
Columbia	3		LBR	93624	T-667 over Raven Creek	U	BRDG	2018	BOF	16,000	183	3,000	1,000	20,000													20,000	10/01/2017 E
Columbia	3		LBR	93624	T-667 over Raven Creek	R	BRDG	2018	BOF	16,000	183	3,000	1,000	20,000													20,000	
Columbia	3		LBR	93624	T-667 over Raven Creek	C	BRDG	2020	BOF	368,000	183	69,000	23,000	460,000													460,000	09/01/2019 E
Columbia	3		LBR	93624	T-667 over Raven Creek	C	BRDG	2021							BOF	272,000	183	51,000	17,000	340,000							340,000	09/01/2019 E
Columbia	3		RBR	102020	T-341 over Lick Run	C	BRDG	2017			183	280,000	70,000	350,000													350,000	01/12/2017 E
Columbia	3	11	114	94702	US 11 from East Main St to 6th St	F	HCON	2018			581	100,000		100,000													100,000	11/01/2019 E
Columbia	3	11	114	94702	US 11 from East Main St to 6th St	U	HCON	2020			581	65,000		65,000													65,000	10/01/2019 E
Columbia	3	11	114	94702	US 11 from East Main St to 6th St	+C	HCON	2020	NHPP	600,000				600,000													600,000	01/16/2020 E
Columbia	3	11	114	94702	US 11 from East Main St to 6th St	+C	HCON	2021							NHPP	800,000				800,000							800,000	01/16/2020 E
Columbia	3	11	115	98962	US 11 from 6th St to Park St	F	HRST	2018			581	10,000		10,000													10,000	11/01/2019 E
Columbia	3	11	115	98962	US 11 from 6th St to Park St	+C	HRST	2020	NHPP	180,384				180,384													180,384	01/16/2020 E
Columbia	3	11	115	98962	US 11 from 6th St to Park St	+C	HRST	2021							NHPP	444,616				444,616							444,616	01/16/2020 E
Columbia	3	11	116	97648	US 11 Signals Berwick Boro	P	HRST	2020			581	200,000		200,000													200,000	
Columbia	3	11	116	97648	US 11 Signals Berwick Boro	F	HRST	2021									581	125,000		125,000							125,000	
Columbia	3	11	116	97648	US 11 Signals Berwick Boro	U	HRST	2021									581	50,000		50,000							50,000	
Columbia	3	11	116	97648	US 11 Signals Berwick Boro	R	HRST	2021									581	25,000		25,000							25,000	
Columbia	3	11	116	97648	US 11 Signals Berwick Boro	C	HRST	2022									581	1,600,000		1,600,000							1,600,000	01/13/2022 E
Columbia	3	11	128	99404	Shaffer St to Lows St	F	HRST	2019			581	15,000		15,000													15,000	
Columbia	3	11	128	99404	Shaffer St to Lows St	C	HRST	2020			581	160,000		160,000													160,000	01/16/2020 E
Columbia	3	11	128	99404	Shaffer St to Lows St	C	HRST	2021									581	2,940,000		2,940,000							2,940,000	01/16/2020 E
Columbia	3	42	060	5560	SR 42 over Roaring Creek	+C	BRDG	2017	STP	1,463,000				1,463,000													1,463,000	01/12/2017 E
Columbia	3	42	089	100443	SR42 from Poor House Rd to Cata	P	HRST	2022									581	25,000		25,000							25,000	
Columbia	3	42	089	100443	SR42 from Poor House Rd to Cata	F	HRST	2023									581	25,000		25,000							25,000	
Columbia	3	42	089	100443	SR42 from Poor House Rd to Cata	C	HRST	2024									581	2,955,568		2,955,568							2,955,568	01/11/2024 E
Columbia	3	42	089	100443	SR42 from Poor House Rd to Cata	C	HRST	2025															581	3,984,432		3,984,432	3,984,432	01/11/2024 E
Columbia	3	44	061	100406	SR 44 from SR 42 to Fire Hall Roa	P	HCON	2018			581	50,000		50,000													50,000	
Columbia	3	44	061	100406	SR 44 from SR 42 to Fire Hall Roa	F	HCON	2019			581	100,000		100,000													100,000	
Columbia	3	44	061	100406	SR 44 from SR 42 to Fire Hall Roa	+C	HCON	2020	STP	479,088				479,088													479,088	01/16/2020 E
Columbia	3	44	061	100406	SR 44 from SR 42 to Fire Hall Roa	+C	HCON	2021							STP	900,912				900,912							900,912	01/16/2020 E
Columbia	3	80	132	97562	I-80 West Bound Lane from PA 3	F	HRST	2019			581	150,000		150,000													150,000	
Columbia	3	80	132	97562	I-80 West Bound Lane from PA 3	C	HRST	2020			581	1,250,000		1,250,000													1,250,000	01/09/2020 E
Columbia	3	80	132	97562	I-80 West Bound Lane from PA 3	C	HRST	2021									581	3,250,000		3,250,000							3,250,000	01/09/2020 E
Columbia	3	80	140	97736	I-80 East Bound Rest Area	P	HCON	2018			581	250,000		250,000													250,000	
Columbia	3	80	140	97736	I-80 East Bound Rest Area	F	HCON	2019			581	250,000		250,000													250,000	
Columbia	3	80	140	97736	I-80 East Bound Rest Area	+C	HCON	2020	NHPP	600,000				600,000													600,000	01/16/2020 E
Columbia	3	80	140	97736	I-80 East Bound Rest Area	+C	HCON	2021							NHPP	4,139,464				4,139,464							4,139,464	01/16/2020 E

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Columbia	3	80	161	105528	I-80 East Bound from Montour Co	P	HRST	2025															581	250,000		250,000	250,000	
Columbia	3	80	161	105528	I-80 East Bound from Montour Co	F	HRST	2025															581	200,000		200,000	200,000	
Columbia	3	80	161	105528	I-80 East Bound from Montour Co	C	HRST	2025															581	10,000,000		10,000,000	10,000,000	01/09/2025 E
Columbia	3	80	162	105529	I-80 East Bound from SR 2028 to	P	HRST	2025															581	200,000		200,000	200,000	
Columbia	3	80	162	105529	I-80 East Bound from SR 2028 to	F	HRST	2025															581	150,000		150,000	150,000	
Columbia	3	80	162	105529	I-80 East Bound from SR 2028 to	+C	HRST	2025													NHPP	3,550,000				3,550,000	3,550,000	01/09/2025 E
Columbia	3	118	016	105497	SR 118 Drainage Improvement	F	HRST	2017			581	10,000		10,000													10,000	
Columbia	3	239	024	106181	SR 239 over Fishing Creek	P	BRDG	2020			185	130,462		130,462													130,462	
Columbia	3	239	024	106181	SR 239 over Fishing Creek	P	BRDG	2021									185	19,538		19,538							19,538	
Columbia	3	239	024	106181	SR 239 over Fishing Creek	F	BRDG	2022									185	150,000		150,000							150,000	
Columbia	3	239	024	106181	SR 239 over Fishing Creek	U	BRDG	2022									185	95,000		95,000							95,000	
Columbia	3	239	024	106181	SR 239 over Fishing Creek	R	BRDG	2023									185	35,000		35,000							35,000	
Columbia	3	239	024	106181	SR 239 over Fishing Creek	C	BRDG	2024									185	129,059		129,059							129,059	01/11/2024 E
Columbia	3	239	024	106181	SR 239 over Fishing Creek	C	BRDG	2025															185	870,941		870,941	870,941	01/11/2024 E
Columbia	3	254	26M	87885	SR 254 from Litttle Fishing Creek	C	HRST	2019			581	1,100,000		1,100,000													1,100,000	07/01/2019 E
Columbia	3	339	015	5585	PA 339 over Beaver Run	F	BRDG	2018			185	20,000		20,000													20,000	07/13/2018 E
Columbia	3	339	015	5585	PA 339 over Beaver Run	U	BRDG	2018			185	30,000		30,000													30,000	06/13/2018 E
Columbia	3	339	015	5585	PA 339 over Beaver Run	R	BRDG	2018			185	25,000		25,000													25,000	
Columbia	3	339	015	5585	PA 339 over Beaver Run	C	BRDG	2019			185	220,000		220,000													220,000	09/13/2018 E
Columbia	3	339	016	98483	Catawissa Crk. to SR 2009	P	HRST	2025															581	200,000		200,000	200,000	
Columbia	3	339	016	98483	Catawissa Crk. to SR 2009	F	HRST	2025															581	200,000		200,000	200,000	
Columbia	3	339	016	98483	Catawissa Crk. to SR 2009	+C	HRST	2025													STP	1,622,640				1,622,640	1,622,640	01/09/2025 E
Columbia	3	339	06M	87882	PA 339 from West St to Nescopec	U	HRST	2017			581	1,200,000		1,200,000													1,200,000	06/14/2017 E
Columbia	3	339	06M	87882	PA 339 from West St to Nescopec	C	HRST	2017			581	5,929,600		5,929,600													5,929,600	09/14/2017 E
Columbia	3	339	06M	87882	PA 339 from West St to Nescopec	C	SAMI	2017	HSIP	2,420,400				2,420,400													2,420,400	09/14/2017 E
Columbia	3	442	008	87988	SR 442 over West Branch Run	+C	BRDG	2017	STP	681,500				681,500													681,500	07/28/2016 E
Columbia	3	487	060	88797	SR 487 over Tributary to Fishing C	+F	BRDG	2018	STP	60,000				60,000													60,000	
Columbia	3	487	060	88797	SR 487 over Tributary to Fishing C	+U	BRDG	2018	STP	40,000				40,000													40,000	
Columbia	3	487	060	88797	SR 487 over Tributary to Fishing C	+R	BRDG	2018	STP	40,000				40,000													40,000	
Columbia	3	487	060	88797	SR 487 over Tributary to Fishing C	+C	BRDG	2019	STP	1,000,000				1,000,000													1,000,000	09/13/2018 E
Columbia	3	487	061	88803	SR 487 ov Tb Roaring Crk	+P	BRDG	2025													STP	200,000				200,000	200,000	
Columbia	3	487	061	88803	SR 487 ov Tb Roaring Crk	+F	BRDG	2025													STP	150,000				150,000	150,000	
Columbia	3	487	061	88803	SR 487 ov Tb Roaring Crk	+U	BRDG	2025													STP	50,000				50,000	50,000	
Columbia	3	487	061	88803	SR 487 ov Tb Roaring Crk	+R	BRDG	2025													STP	50,000				50,000	50,000	
Columbia	3	487	061	88803	SR 487 ov Tb Roaring Crk	+C	BRDG	2025													STP	2,200,000				2,200,000	2,200,000	01/09/2025 E
Columbia	3	487	093	99096	SR 487 from PA 239 to PA 118	C	HRST	2017			581	650,000		650,000													650,000	04/01/2016 E
Columbia	3	487	095	97695	SR 487 from Hollow Rd to PA 23	F	HRST	2017			581	20,000		20,000													20,000	
Columbia	3	487	095	97695	SR 487 from Hollow Rd to PA 23	C	HRST	2018			581	2,850,000		2,850,000													2,850,000	07/01/2018 E
Columbia	3	487	096	91431	SR 487 over Tributary to Fishing C	+F	BRDG	2018	STP	60,000				60,000													60,000	
Columbia	3	487	096	91431	SR 487 over Tributary to Fishing C	+U	BRDG	2019	STP	40,000				40,000													40,000	
Columbia	3	487	096	91431	SR 487 over Tributary to Fishing C	+R	BRDG	2019	STP	40,000				40,000													40,000	
Columbia	3	487	096	91431	SR 487 over Tributary to Fishing C	+C	BRDG	2021							STP	1,500,000				1,500,000							1,500,000	01/14/2021 E
Columbia	3	487	100	97652	SR 487 from Susquehanna River t	P	HCON	2021									581	100,000		100,000							100,000	
Columbia	3	487	100	97652	SR 487 from Susquehanna River t	F	HCON	2022									581	75,000		75,000							75,000	
Columbia	3	487	100	97652	SR 487 from Susquehanna River t	C	HCON	2022									581	1,800,000		1,800,000							1,800,000	01/13/2022 E
Columbia	3	487	102	102919	SR 487 from Fourth St to Seventh	F	HRST	2018			581	10,000		10,000													10,000	
Columbia	3	487	103	103011	SR 487 over Abandoned RR	+P	BRDG	2022							STP	175,000				175,000							175,000	07/01/2022 E
Columbia	3	487	103	103011	SR 487 over Abandoned RR	+F	BRDG	2023							STP	65,000				65,000							65,000	07/01/2023 E
Columbia	3	487	103	103011	SR 487 over Abandoned RR	+R	BRDG	2023							STP	45,000				45,000							45,000	
Columbia	3	487	103	103011	SR 487 over Abandoned RR	+C	BRDG	2024							STP	1,500,000				1,500,000							1,500,000	01/11/2024 E
Columbia	3	487	109	99088	Orangeville Boro to Forks	P	HRST	2025															581	200,000		200,000	200,000	
Columbia	3	487	109	99088	Orangeville Boro to Forks	F	HRST	2025															581	200,000		200,000	200,000	

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Columbia	3	487	109	99088	Orangeville Boro to Forks	C	HRST	2025															581	2,500,000		2,500,000	2,500,000	01/09/2025 E
Columbia	3	1012	007	98396	SR 1012 over Tributary to Briar C	P	BRDG	2020			185	40,000		40,000													40,000	
Columbia	3	1012	007	98396	SR 1012 over Tributary to Briar C	F	BRDG	2022									185	35,000		35,000							35,000	
Columbia	3	1012	007	98396	SR 1012 over Tributary to Briar C	U	BRDG	2023									185	40,000		40,000							40,000	
Columbia	3	1012	007	98396	SR 1012 over Tributary to Briar C	R	BRDG	2022									185	25,000		25,000							25,000	
Columbia	3	1012	007	98396	SR 1012 over Tributary to Briar C	C	BRDG	2023									185	250,000		250,000							250,000	01/12/2023 E
Columbia	3	1013	011	98398	SR 1013 over Strong Brook	P	BRDG	2020			185	40,000		40,000													40,000	
Columbia	3	1013	011	98398	SR 1013 over Strong Brook	F	BRDG	2021									185	35,000		35,000							35,000	
Columbia	3	1013	011	98398	SR 1013 over Strong Brook	U	BRDG	2023									185	40,000		40,000							40,000	
Columbia	3	1013	011	98398	SR 1013 over Strong Brook	R	BRDG	2022									185	25,000		25,000							25,000	
Columbia	3	1013	011	98398	SR 1013 over Strong Brook	C	BRDG	2023									185	213,967		213,967							213,967	01/12/2023 E
Columbia	3	1017	012	93579	SR 1017 over Branch of Briar Cre	F	BRDG	2017			185	40,000		40,000													40,000	11/01/2017 E
Columbia	3	1017	012	93579	SR 1017 over Branch of Briar Cre	U	BRDG	2018			185	30,000		30,000													30,000	10/01/2017 E
Columbia	3	1017	012	93579	SR 1017 over Branch of Briar Cre	R	BRDG	2017			185	25,000		25,000													25,000	
Columbia	3	1017	012	93579	SR 1017 over Branch of Briar Cre	C	BRDG	2018			185	150,000		150,000													150,000	01/18/2018 E
Columbia	3	1019	013	97754	SR 1019 from Martzville Rd to Jo	C	HRST	2018			581	450,000		450,000													450,000	04/01/2018 E
Columbia	3	1020	006	82774	SR 1020 over Pine Creek	R	BRDG	2024									185	20,000		20,000							20,000	
Columbia	3	1020	006	82774	SR 1020 over Pine Creek	C	BRDG	2025															185	2,200,000		2,200,000	2,200,000	01/09/2025 E
Columbia	3	1020	008	88051	SR 1020 over Fishing Creek	U	BRDG	2024									185	30,000		30,000							30,000	10/13/2015 A
Columbia	3	1020	008	88051	SR 1020 over Fishing Creek	C	BRDG	2025															185	2,342,352		2,342,352	2,342,352	01/09/2025 E
Columbia	3	1020	012	99106	Forks to Luzerne Co Line	P	HRST	2025															581	200,000		200,000	200,000	
Columbia	3	1020	012	99106	Forks to Luzerne Co Line	F	HRST	2025															581	200,000		200,000	200,000	
Columbia	3	1020	012	99106	Forks to Luzerne Co Line	C	HRST	2025															581	2,500,000		2,500,000	2,500,000	01/09/2025 E
Columbia	3	1025	013	97557	SR 1025 over East Branch of Bria	F	BRDG	2017			185	20,000		20,000													20,000	11/11/2017 E
Columbia	3	1025	013	97557	SR 1025 over East Branch of Bria	U	BRDG	2018			185	20,000		20,000													20,000	10/11/2017 E
Columbia	3	1025	013	97557	SR 1025 over East Branch of Bria	R	BRDG	2017			185	35,000		35,000													35,000	
Columbia	3	1025	013	97557	SR 1025 over East Branch of Bria	C	BRDG	2018			185	150,000		150,000													150,000	01/11/2018 E
Columbia	3	1035	008	98404	SR 1035 over Raven Creek	P	BRDG	2019			185	40,000		40,000													40,000	
Columbia	3	1035	008	98404	SR 1035 over Raven Creek	F	BRDG	2021									185	35,000		35,000							35,000	
Columbia	3	1035	008	98404	SR 1035 over Raven Creek	U	BRDG	2022									185	40,000		40,000							40,000	
Columbia	3	1035	008	98404	SR 1035 over Raven Creek	R	BRDG	2021									185	25,000		25,000							25,000	
Columbia	3	1035	008	98404	SR 1035 over Raven Creek	C	BRDG	2022									185	150,000		150,000							150,000	01/13/2022 E
Columbia	3	2003	005	93580	SR 2003 over Mill Creek	F	BRDG	2020			185	25,000		25,000													25,000	07/01/2020 E
Columbia	3	2003	005	93580	SR 2003 over Mill Creek	U	BRDG	2021									185	35,000		35,000							35,000	06/01/2020 E
Columbia	3	2003	005	93580	SR 2003 over Mill Creek	R	BRDG	2020			185	35,000		35,000													35,000	
Columbia	3	2003	005	93580	SR 2003 over Mill Creek	C	BRDG	2021									185	150,000		150,000							150,000	01/14/2021 E
Columbia	3	2003	017	99122	Ringtown Mtn Rd to Crk Rd	P	HRST	2025															581	200,000		200,000	200,000	
Columbia	3	2003	017	99122	Ringtown Mtn Rd to Crk Rd	F	HRST	2025															581	200,000		200,000	200,000	
Columbia	3	2003	017	99122	Ringtown Mtn Rd to Crk Rd	C	HRST	2025															581	2,500,000		2,500,000	2,500,000	01/16/2025 E
Columbia	3	2005	005	88034	SR 2005 over Roaring Creek	P	BRDG	2021									185	75,000		75,000							75,000	
Columbia	3	2005	005	88034	SR 2005 over Roaring Creek	F	BRDG	2024									185	25,000		25,000							25,000	
Columbia	3	2005	005	88034	SR 2005 over Roaring Creek	F	BRDG	2025															185	50,000		50,000	50,000	
Columbia	3	2005	005	88034	SR 2005 over Roaring Creek	U	BRDG	2025															185	50,000		50,000	50,000	
Columbia	3	2005	005	88034	SR 2005 over Roaring Creek	R	BRDG	2024									185	35,000		35,000							35,000	
Columbia	3	2005	005	88034	SR 2005 over Roaring Creek	C	BRDG	2025															185	1,500,000		1,500,000	1,500,000	01/09/2025 E
Columbia	3	2005	006	5637	SR 2005 over Tributary to Roaring	P	BRDG	2017			185	40,000		40,000													40,000	
Columbia	3	2005	006	5637	SR 2005 over Tributary to Roaring	F	BRDG	2019			185	25,000		25,000													25,000	
Columbia	3	2005	006	5637	SR 2005 over Tributary to Roaring	U	BRDG	2020			185	40,000		40,000													40,000	
Columbia	3	2005	006	5637	SR 2005 over Tributary to Roaring	R	BRDG	2019			185	25,000		25,000													25,000	
Columbia	3	2005	006	5637	SR 2005 over Tributary to Roaring	C	BRDG	2020			185	120,000		120,000													120,000	09/01/2019 E
Columbia	3	2005	006	5637	SR 2005 over Tributary to Roaring	C	BRDG	2021									185	30,000		30,000							30,000	09/01/2019 E
Columbia	3	2009	007	93522	SR 2009 over Tributary to Catawi	C	BRDG	2017			185	150,000		150,000													150,000	10/06/2016 E

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Columbia	3	2009	009	99147	SR 2009 Soil Slide Repair	P	HRST	2020			581	100,000		100,000													100,000	
Columbia	3	2009	009	99147	SR 2009 Soil Slide Repair	F	HRST	2021									581	100,000		100,000							100,000	
Columbia	3	2009	009	99147	SR 2009 Soil Slide Repair	C	HRST	2022									581	580,000		580,000							580,000	01/13/2022 E
Columbia	3	3014	006	93578	SR 3014 over Tributary to Susque	C	BRDG	2017			185	150,000		150,000													150,000	01/12/2017 E
Columbia	3	4008	009	93523	SR 4008 over Tributary to Fishing	C	BRDG	2017			185	46,000		46,000													46,000	01/07/2016 A
Totals for: Columbia										14,203,288		17,422,062	151,000	31,776,350		16,383,592		15,629,382	78,750	32,091,724		16,576,240		31,497,725	200,000	48,273,965	112,142,039	
Juniata	2	22	0	106305	US 22 to Perry County Line	+P	HRST	2017	NHPP	259,750				259,750													259,750	
Juniata	2	22	0	106305	US 22 to Perry County Line	+C	HRST	2019	NHPP	4,038,376				4,038,376													4,038,376	12/13/2018 E
Juniata	2	22	P24	106307	US 22 2018 Bridge Preserv	+P	BRDG	2017	NHPP	249,192				249,192													249,192	
Juniata	2	22	P24	106307	US 22 2018 Bridge Preserv	C	BRDG	2018	NHPP	1,542,000				1,542,000													1,542,000	06/21/2018 E
Juniata	2	35	000	81406	SR 35 Trib Cocolamus Crk	+C	BRDG	2025													NHPP	1,447,068				1,447,068	1,447,068	02/28/2025 E
Juniata	2	35	A06	4212	Lost Creek Bridge	C	BRDG	2017	NHPP	600,000				600,000													600,000	04/07/2016 E
Juniata	2	35	A06	4212	Lost Creek Bridge	C	BRDG	2017	STP	400,000				400,000													400,000	04/07/2016 E
Juniata	2	35	A07	81405	SR 35 Cocolamus Crk	C	BRDG	2017	STP	808,934	185	2,349,248		3,158,182													3,158,182	02/23/2017 E
Juniata	2	35	A08	85172	Cocolamus Crk Br #2 STA	C	BRDG	2017			581	955,044		955,044													955,044	02/23/2017 E
Juniata	2	35	A09	82358	SR 35 East Licking Creek	C	BRDG	2017	NHPP	1,200,000	185	693,814		1,893,814													1,893,814	02/23/2017 E
Juniata	2	35	A09	82358	SR 35 East Licking Creek	C	BRDG	2017	STP	989,000				989,000													989,000	02/23/2017 E
Juniata	2	35	A10	88175	Trib Cocolamus Crk Bridge	P	BRDG	2018			185	365,500		365,500													365,500	
Juniata	2	35	A10	88175	Trib Cocolamus Crk Bridge	F	BRDG	2019			185	267,639		267,639													267,639	
Juniata	2	35	A10	88175	Trib Cocolamus Crk Bridge	U	BRDG	2020			185	54,500		54,500													54,500	09/30/2019 E
Juniata	2	35	A10	88175	Trib Cocolamus Crk Bridge	R	BRDG	2019			185	51,500		51,500													51,500	
Juniata	2	35	A10	88175	Trib Cocolamus Crk Bridge	C	BRDG	2020			185	225,589		225,589													225,589	12/30/2019 E
Juniata	2	35	A10	88175	Trib Cocolamus Crk Bridge	C	BRDG	2021									185	813,161		813,161							813,161	12/30/2019 E
Juniata	2	35	A12	93955	SR 35 Trib. Doyle Run Br	F	BRDG	2017			185	206,000		206,000													206,000	
Juniata	2	35	A12	93955	SR 35 Trib. Doyle Run Br	U	BRDG	2017			185	51,500		51,500													51,500	11/30/2017 E
Juniata	2	35	A12	93955	SR 35 Trib. Doyle Run Br	R	BRDG	2018			581	53,045		53,045													53,045	
Juniata	2	35	A12	93955	SR 35 Trib. Doyle Run Br	C	BRDG	2018			581	740,955		740,955													740,955	02/15/2018 E
Juniata	2	35	A13	85165	SR0035 over Trib Lick Run	P	BRDG	2018			185	365,500		365,500													365,500	
Juniata	2	35	A13	85165	SR0035 over Trib Lick Run	F	BRDG	2019			185	267,639		267,639													267,639	
Juniata	2	35	A13	85165	SR0035 over Trib Lick Run	U	BRDG	2020			185	54,500		54,500													54,500	09/30/2019 E
Juniata	2	35	A13	85165	SR0035 over Trib Lick Run	R	BRDG	2019			185	51,500		51,500													51,500	
Juniata	2	35	A13	85165	SR0035 over Trib Lick Run	C	BRDG	2020			185	225,589		225,589													225,589	12/30/2019 E
Juniata	2	35	A13	85165	SR0035 over Trib Lick Run	C	BRDG	2021									185	813,161		813,161							813,161	12/30/2019 E
Juniata	2	35	A14	85182	SR 0035 over Willow Run	P	BRDG	2018			185	365,500		365,500													365,500	
Juniata	2	35	A14	85182	SR 0035 over Willow Run	F	BRDG	2019			185	267,639		267,639													267,639	
Juniata	2	35	A14	85182	SR 0035 over Willow Run	U	BRDG	2020			185	54,500		54,500													54,500	09/30/2019 E
Juniata	2	35	A14	85182	SR 0035 over Willow Run	R	BRDG	2019			185	51,500		51,500													51,500	
Juniata	2	35	A14	85182	SR 0035 over Willow Run	C	BRDG	2020			185	197,461		197,461													197,461	12/30/2019 E
Juniata	2	35	A14	85182	SR 0035 over Willow Run	C	BRDG	2021									185	833,555		833,555							833,555	12/30/2019 E
Juniata	2	35	A15	105920	SR 35 over Trib to Lost Creek	P	BRDG	2020			185	393,928		393,928													393,928	
Juniata	2	35	A15	105920	SR 35 over Trib to Lost Creek	F	BRDG	2023									185	338,215		338,215							338,215	
Juniata	2	35	A15	105920	SR 35 over Trib to Lost Creek	U	BRDG	2023									185	61,494		61,494							61,494	
Juniata	2	35	A15	105920	SR 35 over Trib to Lost Creek	R	BRDG	2023									185	61,494		61,494							61,494	
Juniata	2	35	A15	105920	SR 35 over Trib to Lost Creek	C	BRDG	2024									185	1,140,093		1,140,093							1,140,093	08/30/2024 E
Juniata	2	35	P17	78596	2016 SEDA-COG Br. Preserv	C	BRDG	2017	BOF	233,334				233,334													233,334	03/10/2016 A
Juniata	2	35	P17	78596	2016 SEDA-COG Br. Preserv	C	BRDG	2017	NHPP	1,000,000				1,000,000													1,000,000	03/10/2016 A
Juniata	2	35	P17	78596	2016 SEDA-COG Br. Preserv	C	BRDG	2017	STP	279,481				279,481													279,481	03/10/2016 A
Juniata	2	35	P26	4641	2019 SEDA-COG Br. Preserv	P	BRDG	2017			581	275,800		275,800													275,800	
Juniata	2	35	P26	4641	2019 SEDA-COG Br. Preserv	R	BRDG	2017			581	54,500		54,500													54,500	
Juniata	2	35	P26	4641	2019 SEDA-COG Br. Preserv	C	BRDG	2019	STP	772,589	581	1,326,125		2,098,714													2,098,714	01/30/2019 E
Juniata	2	35	XXX	105566	SR 35 Stop 35 to Sheetz Area	P	HRST	2019	STP	358,800				358,800													358,800	
Juniata	2	75	0	82994	Commuter Parking Study	+P	SAMI	2021							HSIP	391,432				391,432							391,432	

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Juniata	2	75	0	82994	Commuter Parking Study	+F	SAMI	2021							HSIP	285,152				285,152							285,152	
Juniata	2	75	0	82994	Commuter Parking Study	+U	SAMI	2021							HSIP	249,016				249,016							249,016	
Juniata	2	75	0	82994	Commuter Parking Study	+R	SAMI	2022							HSIP	484,481				484,481							484,481	
Juniata	2	75	0	82994	Commuter Parking Study	+C	SAMI	2022							HSIP	2,292,319				2,292,319							2,292,319	01/30/2024 E
Juniata	2	75	A01	4189	PA 75 Hunter's Ck.	+C	BRDG	2025													NHPP	2,117,625				2,117,625	2,117,625	09/30/2025 E
Juniata	2	75	A03	4190	Bridge over NS Railroad	F	BRDG	2017			581	463,500		463,500													463,500	
Juniata	2	75	A03	4190	Bridge over NS Railroad	U	BRDG	2018			581	53,045		53,045													53,045	06/30/2018 E
Juniata	2	75	A03	4190	Bridge over NS Railroad	R	BRDG	2018			581	212,180		212,180													212,180	
Juniata	2	75	A03	4190	Bridge over NS Railroad	C	BRDG	2019	STP	2,067,434	581	882,929		2,950,363													2,950,363	09/13/2018 E
Juniata	2	75	A08	91515	SR 75 Eshs Run Bridge	F	BRDG	2017			581	257,500		257,500													257,500	
Juniata	2	75	A08	91515	SR 75 Eshs Run Bridge	U	BRDG	2018			581	53,045		53,045													53,045	11/30/2018 E
Juniata	2	75	A08	91515	SR 75 Eshs Run Bridge	R	BRDG	2017			581	51,500		51,500													51,500	
Juniata	2	75	A08	91515	SR 75 Eshs Run Bridge	C	BRDG	2019	STP	533,389	581	286,156		819,545													819,545	02/21/2019 E
Juniata	2	75	A08	91515	SR 75 Eshs Run Bridge	C	BRDG	2021							STP	576,826				576,826							576,826	02/21/2019 E
Juniata	2	75	A09	85178	SR 0075 over Trib Tuscaro	+C	BRDG	2025													NHPP	1,069,321				1,069,321	1,069,321	08/30/2025 E
Juniata	2	75	A10	85179	Trib to Tuscarora Crk II	+C	BRDG	2025													NHPP	601,765				601,765	601,765	09/30/2025 E
Juniata	2	75	A12	85180	SR 0075 over Trib Tuscaro	F	BRDG	2017			581	257,500		257,500													257,500	
Juniata	2	75	A12	85180	SR 0075 over Trib Tuscaro	U	BRDG	2018			581	53,045		53,045													53,045	11/30/2018 E
Juniata	2	75	A12	85180	SR 0075 over Trib Tuscaro	R	BRDG	2017			581	51,500		51,500													51,500	
Juniata	2	75	A12	85180	SR 0075 over Trib Tuscaro	C	BRDG	2019			581	795,675		795,675													795,675	02/14/2019 E
Juniata	2	333	0	99998	Main St and PA 333	C	HRST	2025															581	4,705,011		4,705,011	4,705,011	01/30/2025 E
Juniata	2	333	0	99999	Thompsontown Rehabilation	+P	HRST	2017	NHPP	327,500				327,500													327,500	
Juniata	2	333	0	99999	Thompsontown Rehabilation	+U	HRST	2018	NHPP	53,045				53,045													53,045	09/30/2018 E
Juniata	2	333	0	99999	Thompsontown Rehabilation	+C	HRST	2019	NHPP	4,672,182				4,672,182													4,672,182	12/13/2018 E
Juniata	2	333	A01	4191	Trib. Juniata Rv BOX	P	BRDG	2017			185	185,000		185,000													185,000	
Juniata	2	333	A01	4191	Trib. Juniata Rv BOX	U	BRDG	2018			185	32,782		32,782													32,782	09/30/2018 E
Juniata	2	333	A01	4191	Trib. Juniata Rv BOX	R	BRDG	2018			185	27,318		27,318													27,318	
Juniata	2	333	A01	4191	Trib. Juniata Rv BOX	C	BRDG	2019			185	382,454		382,454													382,454	12/13/2018 E
Juniata	2	333	A07	69425	Trib Juniata River BOX	C	BRDG	2017			185	50,000		50,000													50,000	01/07/2016 A
Juniata	2	333	A09	81485	SR 333 Blue Spring Rn BOX	U	BRDG	2017			185	36,050		36,050													36,050	09/30/2017 E
Juniata	2	333	A09	81485	SR 333 Blue Spring Rn BOX	R	BRDG	2017			185	25,750		25,750													25,750	
Juniata	2	333	A09	81485	SR 333 Blue Spring Rn BOX	C	BRDG	2018			185	371,315		371,315													371,315	12/21/2017 E
Juniata	2	850	A05	4208	Tuscarora Creek Br.	+C	BRDG	2025													NHPP	5,452,886				5,452,886	5,452,886	01/30/2025 E
Juniata	2	850	A09	85196	SR 850 over Willow Run	C	BRDG	2017	STP	2,307,200	581	576,799		2,883,999													2,883,999	01/12/2017 E
Juniata	2	1002	A02	85184	SR 1002 Trib. Lost BOX	P	BRDG	2019			185	244,007		244,007													244,007	
Juniata	2	1002	A02	85184	SR 1002 Trib. Lost BOX	U	BRDG	2020			185	63,254		63,254													63,254	09/30/2020 E
Juniata	2	1002	A02	85184	SR 1002 Trib. Lost BOX	R	BRDG	2020			185	26,522		26,522													26,522	
Juniata	2	1002	A02	85184	SR 1002 Trib. Lost BOX	C	BRDG	2021									185	405,746		405,746							405,746	12/18/2020 E
Juniata	2	1006	A01	4169	SR 1006 Horning Run Br	F	BRDG	2017	BOF	324,000				324,000													324,000	
Juniata	2	1006	A01	4169	SR 1006 Horning Run Br	U	BRDG	2017	BOF	25,750				25,750													25,750	11/30/2017 E
Juniata	2	1006	A01	4169	SR 1006 Horning Run Br	R	BRDG	2017	BOF	51,500				51,500													51,500	
Juniata	2	1006	A01	4169	SR 1006 Horning Run Br	C	BRDG	2018			581	1,326,125		1,326,125													1,326,125	02/15/2018 E
Juniata	2	2006	A01	4161	SR 2006 over Delaware Crk	+C	BRDG	2025													BOF	1,246,374				1,246,374	1,246,374	08/30/2025 E
Juniata	2	2007	A02	85188	SR 2007 over Doe Run	P	BRDG	2019			185	362,500		362,500													362,500	
Juniata	2	2007	A02	85188	SR 2007 over Doe Run	F	BRDG	2020	BOF	275,500				275,500													275,500	
Juniata	2	2007	A02	85188	SR 2007 over Doe Run	U	BRDG	2021									185	57,946		57,946							57,946	09/30/2020 E
Juniata	2	2007	A02	85188	SR 2007 over Doe Run	R	BRDG	2020	BOF	40,500				40,500													40,500	
Juniata	2	2007	A02	85188	SR 2007 over Doe Run	C	BRDG	2021							BOF	1,151,561				1,151,561							1,151,561	12/30/2020 E
Juniata	2	2012	A01	93721	Trib Stony Run	P	BRDG	2020	BOF	158,900				158,900													158,900	
Juniata	2	2012	A01	93721	Trib Stony Run	F	BRDG	2022									185	328,364		328,364							328,364	
Juniata	2	2012	A01	93721	Trib Stony Run	U	BRDG	2022									185	59,703		59,703							59,703	
Juniata	2	2012	A01	93721	Trib Stony Run	R	BRDG	2022									185	59,703		59,703							59,703	

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Juniata	2	2012	A01	93721	Trib Stony Run	C	BRDG	2024									185	1,140,093		1,140,093							1,140,093	02/28/2024 E
Juniata	2	2017	A05	91962	Trib Cocolamus Crk BOX	C	BRDG	2017			185	300,000		300,000													300,000	12/15/2016 E
Juniata	2	3002	A01	4196	Horning Run Bridge	+F	BRDG	2017	BOF	316,203				316,203													316,203	
Juniata	2	3002	A01	4196	Horning Run Bridge	+U	BRDG	2017	BOF	154,500				154,500													154,500	10/30/2018 E
Juniata	2	3002	A01	4196	Horning Run Bridge	+R	BRDG	2017	BOF	51,500				51,500													51,500	
Juniata	2	3002	A01	4196	Horning Run Bridge	C	BRDG	2019	BOF	1,206,000	185	185,068		1,391,068													1,391,068	01/24/2019 E
Juniata	2	3002	A02	4090	Trib Locust Rn Bridge	C	BRDG	2017			581	300,000		300,000													300,000	08/25/2016 E
Juniata	2	3002	A04	85191	SR 3002 over Locust Run	+P	BRDG	2019	BOF	365,000				365,000													365,000	
Juniata	2	3002	A04	85191	SR 3002 over Locust Run	+F	BRDG	2020	BOF	275,500				275,500													275,500	
Juniata	2	3002	A04	85191	SR 3002 over Locust Run	U	BRDG	2021									185	57,964		57,964							57,964	
Juniata	2	3002	A04	85191	SR 3002 over Locust Run	+R	BRDG	2020	BOF	40,500				40,500													40,500	
Juniata	2	3002	A04	85191	SR 3002 over Locust Run	C	BRDG	2022									185	1,318,126		1,318,126							1,318,126	09/30/2022 E
Juniata	2	3008	A02	104627	SR 3008 Trib Doyle Run Br	F	BRDG	2017			581	257,500		257,500													257,500	
Juniata	2	3008	A02	104627	SR 3008 Trib Doyle Run Br	U	BRDG	2018			581	53,045		53,045													53,045	11/30/2018 E
Juniata	2	3008	A02	104627	SR 3008 Trib Doyle Run Br	R	BRDG	2017			581	51,500		51,500													51,500	
Juniata	2	3008	A02	104627	SR 3008 Trib Doyle Run Br	C	BRDG	2019	STP	239,200	581	538,542		777,742													777,742	02/21/2019 E
Juniata	2	3013	A01	85192	SR 3013 over Trib. Tuscar	F	BRDG	2017			581	257,500		257,500													257,500	
Juniata	2	3013	A01	85192	SR 3013 over Trib. Tuscar	U	BRDG	2018			581	53,045		53,045													53,045	11/30/2017 E
Juniata	2	3013	A01	85192	SR 3013 over Trib. Tuscar	R	BRDG	2017			581	51,500		51,500													51,500	
Juniata	2	3013	A01	85192	SR 3013 over Trib. Tuscar	C	BRDG	2018			185	286,156		286,156													286,156	02/15/2018 E
Juniata	2	3013	A01	85192	SR 3013 over Trib. Tuscar	C	BRDG	2018			581	509,519		509,519													509,519	02/15/2018 E
Juniata	2	3016	A01	85193	SR 3016 over McKinley Run BOX	P	BRDG	2020			185	297,130		297,130													297,130	
Juniata	2	3016	A01	85193	SR 3016 over McKinley Run BOX	U	BRDG	2022									185	59,703		59,703							59,703	09/30/2021 E
Juniata	2	3016	A01	85193	SR 3016 over McKinley Run BOX	R	BRDG	2022									185	29,851		29,851							29,851	
Juniata	2	3016	A01	85193	SR 3016 over McKinley Run BOX	C	BRDG	2023									185	430,456		430,456							430,456	12/16/2021 E
Juniata	2	3017	A01	85205	SR 3017 Markee Crk BOX	P	BRDG	2018			185	240,400		240,400													240,400	
Juniata	2	3017	A01	85205	SR 3017 Markee Crk BOX	U	BRDG	2019			185	33,765		33,765													33,765	09/30/2019 E
Juniata	2	3017	A01	85205	SR 3017 Markee Crk BOX	R	BRDG	2019			185	28,138		28,138													28,138	
Juniata	2	3017	A01	85205	SR 3017 Markee Crk BOX	+C	BRDG	2020			581	382,454		382,454													382,454	12/19/2019 E
Juniata	2	3021	A03	85194	SR 3021 over Trib. Tuscar	F	BRDG	2017			581	257,500		257,500													257,500	
Juniata	2	3021	A03	85194	SR 3021 over Trib. Tuscar	U	BRDG	2018			581	53,045		53,045													53,045	11/30/2017 E
Juniata	2	3021	A03	85194	SR 3021 over Trib. Tuscar	R	BRDG	2017			581	51,500		51,500													51,500	
Juniata	2	3021	A03	85194	SR 3021 over Trib. Tuscar	C	BRDG	2018			581	795,675		795,675													795,675	02/15/2018 E
Juniata	2	3023	A03	85206	SR 3023 over Tuscarora Cr	+P	BRDG	2020	BOF	424,600				424,600													424,600	
Juniata	2	3023	A03	85206	SR 3023 over Tuscarora Cr	F	BRDG	2022									185	417,918		417,918							417,918	
Juniata	2	3023	A03	85206	SR 3023 over Tuscarora Cr	U	BRDG	2022									185	59,703		59,703							59,703	
Juniata	2	3023	A03	85206	SR 3023 over Tuscarora Cr	R	BRDG	2022									185	59,703		59,703							59,703	
Juniata	2	3023	A03	85206	SR 3023 over Tuscarora Cr	C	BRDG	2023									185	4,039,971		4,039,971							4,039,971	01/30/2024 E
Totals for: Juniata										26,641,359		22,076,448		48,717,807		5,430,787		12,586,123		18,016,910		11,935,039		4,705,011		16,640,050	83,374,767	
Mifflin	2			106508	2018 Cable Median Barrier	C	SAMI	2018	HSIP	1,500,000				1,500,000													1,500,000	07/12/2018 E
Mifflin	2	22	0	4582	Lewistown Narrows Rehab	+C	HRST	2022							NHPP	4,950,203				4,950,203							4,950,203	08/30/2024 E
Mifflin	2	22	0	4582	Lewistown Narrows Rehab	+C	HRST	2022							STP	579,640				579,640							579,640	08/30/2024 E
Mifflin	2	22	0	93313	SR 22 Lewistown Paving	+P	HRST	2022							NHPP	368,784				368,784							368,784	
Mifflin	2	22	0	93313	SR 22 Lewistown Paving	+F	HRST	2022							NHPP	268,784				268,784							268,784	
Mifflin	2	22	0	93313	SR 22 Lewistown Paving	+U	HRST	2022							NHPP	169,211				169,211							169,211	
Mifflin	2	22	0	93313	SR 22 Lewistown Paving	+R	HRST	2022							NHPP	193,221				193,221							193,221	
Mifflin	2	22	0	93313	SR 22 Lewistown Paving	+C	HRST	2024							NHPP	2,596,720				2,596,720							2,596,720	02/28/2024 E
Mifflin	2	22	0	93313	SR 22 Lewistown Paving	+C	HRST	2024							STP	3,387,625				3,387,625							3,387,625	02/28/2024 E
Mifflin	2	22	0	93314	McVeytown Strodes Mills	+C	HRST	2025													NHPP	9,831,834				9,831,834	9,831,834	08/30/2025 E
Mifflin	2	22	A12	4600	Messer Run Bridge	+F	BRDG	2017	NHPP	283,250				283,250													283,250	
Mifflin	2	22	A12	4600	Messer Run Bridge	+U	BRDG	2017	NHPP	51,500				51,500													51,500	11/30/2016 E
Mifflin	2	22	A12	4600	Messer Run Bridge	+R	BRDG	2017	NHPP	103,000				103,000													103,000	

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Mifflin	2	22	A12	4600	Messer Run Bridge	+C	BRDG	2017	NHPP	1,600,250				1,600,250													1,600,250	02/23/2017 E
Mifflin	2	22	A13	85276	Br Long Hollow II	+P	BRDG	2019	NHPP	425,500				425,500													425,500	
Mifflin	2	22	A13	85276	Br Long Hollow II	+F	BRDG	2021							NHPP	318,800				318,800							318,800	
Mifflin	2	22	A13	85276	Br Long Hollow II	+U	BRDG	2021							NHPP	155,424				155,424							155,424	09/30/2020 E
Mifflin	2	22	A13	85276	Br Long Hollow II	+R	BRDG	2021							NHPP	57,964				57,964							57,964	
Mifflin	2	22	A13	85276	Br Long Hollow II	+C	BRDG	2021							NHPP	1,705,240				1,705,240							1,705,240	12/30/2020 E
Mifflin	2	22	A14	85289	SR 0022 over Town Run	+P	BRDG	2025													NHPP	453,777				453,777	453,777	
Mifflin	2	22	A15	69387	Long Hollow Run Bridge	+P	BRDG	2019	NHPP	425,500				425,500													425,500	
Mifflin	2	22	A15	69387	Long Hollow Run Bridge	+F	BRDG	2022							NHPP	328,364				328,364							328,364	
Mifflin	2	22	A15	69387	Long Hollow Run Bridge	+U	BRDG	2021							NHPP	147,640				147,640							147,640	09/30/2020 E
Mifflin	2	22	A15	69387	Long Hollow Run Bridge	+R	BRDG	2020	NHPP	57,584				57,584													57,584	
Mifflin	2	22	A15	69387	Long Hollow Run Bridge	+C	BRDG	2021							NHPP	1,848,140				1,848,140							1,848,140	12/30/2020 E
Mifflin	2	22	A16	85277	SR 0022 over Trib Juniata	+C	BRDG	2025													NHPP	907,554				907,554	907,554	08/30/2025 E
Mifflin	2	22	A17	85278	SR 0022 over Trib Juniata	+C	BRDG	2025													NHPP	1,557,967				1,557,967	1,557,967	09/30/2025 E
Mifflin	2	22	A18	105922	SR 22 ov Branch Long Hollow Ru	+P	BRDG	2019	NHPP	425,500				425,500													425,500	
Mifflin	2	22	A18	105922	SR 22 ov Branch Long Hollow Ru	+F	BRDG	2022							NHPP	328,364				328,364							328,364	
Mifflin	2	22	A18	105922	SR 22 ov Branch Long Hollow Ru	+U	BRDG	2021							NHPP	107,964				107,964							107,964	
Mifflin	2	22	A18	105922	SR 22 ov Branch Long Hollow Ru	+R	BRDG	2022							NHPP	159,703				159,703							159,703	
Mifflin	2	22	A18	105922	SR 22 ov Branch Long Hollow Ru	+C	BRDG	2022							NHPP	1,774,647				1,774,647							1,774,647	09/30/2022 E
Mifflin	2	103	P27	106321	2020 SEDACOG Bridge Preservat	P	BRDG	2018	STP	265,225				265,225													265,225	
Mifflin	2	103	P27	106321	2020 SEDACOG Bridge Preservat	+U	BRDG	2021							STP	28,982				28,982							28,982	
Mifflin	2	103	P27	106321	2020 SEDACOG Bridge Preservat	+R	BRDG	2021							STP	28,982				28,982							28,982	
Mifflin	2	103	P27	106321	2020 SEDACOG Bridge Preservat	C	BRDG	2021									581	4,901,274		4,901,274							4,901,274	08/30/2021 E
Mifflin	2	322	715	93312	Reedsville to Burnham	+P	HRST	2017	NHPP	350,000				350,000													350,000	
Mifflin	2	322	715	93312	Reedsville to Burnham	+F	HRST	2017	NHPP	515,000				515,000													515,000	
Mifflin	2	322	715	93312	Reedsville to Burnham	+U	HRST	2017	NHPP	51,500				51,500													51,500	01/30/2018 E
Mifflin	2	322	715	93312	Reedsville to Burnham	+R	HRST	2017	NHPP	127,500				127,500													127,500	
Mifflin	2	322	715	93312	Reedsville to Burnham	+C	HRST	2018	NHPP	9,110,097				9,110,097													9,110,097	04/23/2018 E
Mifflin	2	322	716	93311	Seven Mtns. Paving	C	HRST	2017			581	122,521		122,521													122,521	02/11/2016 A
Mifflin	2	322	717	104261	Seven Mountains ITS	C	SAMI	2017	NHPP	641,667				641,667													641,667	08/11/2016 E
Mifflin	2	522	000	72767	Lewistown to Co. Line Betterment	+P	HRST	2018	NHPP	424,360				424,360													424,360	
Mifflin	2	522	000	72767	Lewistown to Co. Line Betterment	+F	HRST	2020	NHPP	451,598				451,598													451,598	
Mifflin	2	522	000	72767	Lewistown to Co. Line Betterment	+U	HRST	2021							NHPP	173,891				173,891							173,891	
Mifflin	2	522	000	72767	Lewistown to Co. Line Betterment	+R	HRST	2021							NHPP	347,782				347,782							347,782	
Mifflin	2	522	000	72767	Lewistown to Co. Line Betterment	+C	HRST	2021							NHPP	9,125,100				9,125,100							9,125,100	02/28/2022 E
Mifflin	2	655	0	81491	Co. Line to Belleville	+C	HRST	2025													NHPP	9,623,886				9,623,886	9,623,886	09/30/2025 E
Mifflin	2	1002	R01	85291	SR 1002 over Dry Creek	+C	BRDG	2025													NHPP	1,557,967				1,557,967	1,557,967	01/30/2025 E
Mifflin	2	1003	A01	4679	Treaster Run Bridge	+C	BRDG	2025													BOF	1,966,366				1,966,366	1,966,366	
Mifflin	2	1005	0	93316	Ele. Ave. Betterment	+P	HRST	2022							STP	368,784				368,784							368,784	
Mifflin	2	1005	0	93316	Ele. Ave. Betterment	+F	HRST	2022							STP	276,846				276,846							276,846	
Mifflin	2	1005	0	93316	Ele. Ave. Betterment	+U	HRST	2022							STP	428,963				428,963							428,963	
Mifflin	2	1005	0	93316	Ele. Ave. Betterment	+R	HRST	2022							STP	105,848				105,848							105,848	
Mifflin	2	1005	0	93316	Ele. Ave. Betterment	C	HRST	2022									581	4,912,226		4,912,226							4,912,226	08/30/2022 E
Mifflin	2	1005	A05	81517	Laurel Run	C	BRDG	2017	STP	456,973				456,973													456,973	04/21/2016 E
Mifflin	2	1005	A06	81529	Tea Creek Bridge #2	+C	BRDG	2025															581	1,506,718		1,506,718	1,506,718	02/28/2025 E
Mifflin	2	1005	N34	101959	Lewistown Safety Corridor	F	HRST	2017	STP	182,341	581	242,659		425,000													425,000	
Mifflin	2	1005	N34	101959	Lewistown Safety Corridor	+U	HRST	2019	HSIP	163,300				163,300													163,300	12/01/2017 E
Mifflin	2	1005	N34	101959	Lewistown Safety Corridor	+R	HRST	2018	HSIP	155,100				155,100													155,100	
Mifflin	2	1005	N34	101959	Lewistown Safety Corridor	+C	SAMI	2020	HSIP	806,600				806,600													806,600	02/15/2018 E
Mifflin	2	1005	N34	101959	Lewistown Safety Corridor	+C	HRST	2020	NHPP	1,887,152				1,887,152													1,887,152	02/15/2018 E
Mifflin	2	1012	0	91608	SR 1012 Laurel Run Br	+C	BRDG	2025													NHPP	2,336,951				2,336,951	2,336,951	02/28/2025 E
Mifflin	2	2001	A03	81423	Trib Jacks Creek Bridge	F	BRDG	2017			581	185,400		185,400													185,400	

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Mifflin	2	2001	A03	81423	Trib Jacks Creek Bridge	U	BRDG	2017			185	10,300		10,300													10,300	12/30/2017 E
Mifflin	2	2001	A03	81423	Trib Jacks Creek Bridge	R	BRDG	2017			185	5,150		5,150													5,150	
Mifflin	2	2001	A03	81423	Trib Jacks Creek Bridge	C	BRDG	2018			581	848,720		848,720													848,720	03/29/2018 E
Mifflin	2	2002	A01	4643	Kish Creek Bridge	F	BRDG	2017			581	329,600		329,600													329,600	
Mifflin	2	2002	A01	4643	Kish Creek Bridge	U	BRDG	2017			581	51,500		51,500													51,500	12/30/2017 E
Mifflin	2	2002	A01	4643	Kish Creek Bridge	R	BRDG	2017			581	51,500		51,500													51,500	
Mifflin	2	2002	A01	4643	Kish Creek Bridge	C	BRDG	2018			581	2,173,875		2,173,875													2,173,875	03/15/2018 E
Mifflin	2	2002	A01	4643	Kish Creek Bridge	C	HRST	2018			581	422,009		422,009													422,009	03/15/2018 E
Mifflin	2	2004	A01	4719	Jacks Creek Bridge	P	BRDG	2017	STP	360,500				360,500													360,500	
Mifflin	2	2004	A01	4719	Jacks Creek Bridge	U	BRDG	2019			581	56,275		56,275													56,275	03/30/2019 E
Mifflin	2	2004	A01	4719	Jacks Creek Bridge	R	BRDG	2019			581	56,275		56,275													56,275	
Mifflin	2	2004	A01	4719	Jacks Creek Bridge	C	BRDG	2020	STP	292,800	581	2,812,695		3,105,495													3,105,495	06/22/2019 E
Mifflin	2	2004	A01	4719	Jacks Creek Bridge	C	BRDG	2021									581	282,454		282,454							282,454	06/22/2019 E
Mifflin	2	2004	A03	69507	SR 0322 Bridge	P	BRDG	2020	STP	26,852	581	250,495		277,347													277,347	
Mifflin	2	2004	A03	69507	SR 0322 Bridge	F	BRDG	2022									185	417,918		417,918							417,918	
Mifflin	2	2004	A03	69507	SR 0322 Bridge	U	BRDG	2022									185	119,405		119,405							119,405	
Mifflin	2	2004	A03	69507	SR 0322 Bridge	R	BRDG	2022									185	119,405		119,405							119,405	
Mifflin	2	2004	A03	69507	SR 0322 Bridge	C	BRDG	2023									581	3,689,622		3,689,622							3,689,622	02/28/2023 E
Mifflin	2	2005	A01	81528	SR 2005 Br. Kish Cr. BOX	+C	BRDG	2025													BOF	529,406				529,406	529,406	01/30/2025 E
Mifflin	2	2008	000	68982	SR 2008 over Wolf Run	+C	BRDG	2025													BOF	766,441				766,441	766,441	08/30/2025 E
Mifflin	2	2008	A01	105923	SR 2008 over Jacks Creek	P	BRDG	2020	BOF	365,500				365,500													365,500	
Mifflin	2	2008	A01	105923	SR 2008 over Jacks Creek	F	BRDG	2022									581	417,918		417,918							417,918	
Mifflin	2	2008	A01	105923	SR 2008 over Jacks Creek	U	BRDG	2022									185	59,703		59,703							59,703	
Mifflin	2	2008	A01	105923	SR 2008 over Jacks Creek	R	BRDG	2022									185	59,703		59,703							59,703	
Mifflin	2	2008	A01	105923	SR 2008 over Jacks Creek	C	BRDG	2023									581	1,638,522		1,638,522							1,638,522	08/30/2023 E
Mifflin	2	3001	A01	91609	SR 3001 Kish Creek Br	F	BRDG	2017			581	329,600		329,600													329,600	
Mifflin	2	3001	A01	91609	SR 3001 Kish Creek Br	+U	BRDG	2018	STP	56,275				56,275													56,275	11/30/2017 E
Mifflin	2	3001	A01	91609	SR 3001 Kish Creek Br	R	BRDG	2017			581	51,500		51,500													51,500	
Mifflin	2	3001	A01	91609	SR 3001 Kish Creek Br	C	BRDG	2018			581	3,182,180		3,182,180													3,182,180	02/15/2018 E
Mifflin	2	3002	0	101897	Business 22 Resurfacing	+P	HRST	2018	NHPP	382,450				382,450													382,450	
Mifflin	2	3002	0	101897	Business 22 Resurfacing	+C	HRST	2020	NHPP	2,091,992				2,091,992													2,091,992	12/30/2019 E
Mifflin	2	3002	0	101897	Business 22 Resurfacing	+C	HRST	2021							NHPP	2,023,715				2,023,715							2,023,715	12/30/2019 E
Mifflin	2	3002	P20	4585	2017 SEDA-COG Br. Preserv	P	BRDG	2017	NHPP	187,447				187,447													187,447	
Mifflin	2	3002	P20	4585	2017 SEDA-COG Br. Preserv	C	BRDG	2017	BOF	400,000	185	400,736		800,736													800,736	04/20/2017 E
Mifflin	2	3002	P20	4585	2017 SEDA-COG Br. Preserv	C	BRDG	2017	NHPP	700,000				700,000													700,000	04/20/2017 E
Mifflin	2	3002	P20	4585	2017 SEDA-COG Br. Preserv	C	BRDG	2017	STP	1,400,000				1,400,000													1,400,000	04/20/2017 E
Mifflin	2	3006	A01	85299	Lewistown Bridge	+P	BRDG	2020	NHPP	450,204				450,204													450,204	
Mifflin	2	3006	A01	85299	Lewistown Bridge	+F	BRDG	2022							NHPP	400,000				400,000							400,000	
Mifflin	2	3006	A01	85299	Lewistown Bridge	+U	BRDG	2022							NHPP	200,000				200,000							200,000	
Mifflin	2	3006	A01	85299	Lewistown Bridge	+R	BRDG	2022							NHPP	150,000				150,000							150,000	
Mifflin	2	3006	A01	85299	Lewistown Bridge	+C	BRDG	2023							NHPP	6,148,956				6,148,956							6,148,956	09/30/2024 E
Mifflin	2	3006	A02	85300	Lewistown Bridge II	+P	BRDG	2020	NHPP	450,204				450,204													450,204	
Mifflin	2	3006	A02	85300	Lewistown Bridge II	+F	BRDG	2022							NHPP	473,175				473,175							473,175	
Mifflin	2	3006	A02	85300	Lewistown Bridge II	+U	BRDG	2022							NHPP	281,587				281,587							281,587	
Mifflin	2	3006	A02	85300	Lewistown Bridge II	+R	BRDG	2022							NHPP	238,424				238,424							238,424	
Mifflin	2	3006	A02	85300	Lewistown Bridge II	+C	BRDG	2023							NHPP	5,907,046				5,907,046							5,907,046	01/30/2024 E
Mifflin	2	3017	A03	93308	Tr. Juniata River BOX	C	BRDG	2017			185	50,000		50,000													50,000	03/10/2016 A
Totals for: Mifflin										27,624,721		11,632,990		39,257,711		46,154,519		16,618,150		62,772,669		29,532,149		1,506,718		31,038,867	133,069,247	
Montour	3		LBR	6303	T-396 over East Branch Chillisqua	P	BRDG	2024							BOF	209,385	185	39,260	13,087	261,732							261,732	
Montour	3		LBR	6303	T-396 over East Branch Chillisqua	F	BRDG	2025													BOF	120,000	185	22,500	7,500	150,000	150,000	
Montour	3		LBR	6303	T-396 over East Branch Chillisqua	U	BRDG	2025													BOF	40,000	185	7,500	2,500	50,000	50,000	
Montour	3		LBR	6303	T-396 over East Branch Chillisqua	R	BRDG	2025													BOF	40,000	185	7,500	2,500	50,000	50,000	

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Montour	3		LBR	6303	T-396 over East Branch Chillisqua	C	BRDG	2025														BOF	1,144,400	185	214,575	71,525	1,430,500	1,430,500	01/09/2025 E
Montour	3		LBR	6340	T-417 over Beaver Run	C	BRDG	2017	BOF	320,000	183	60,000	20,000	400,000													400,000	10/06/2016 E
Montour	3		LBR	88528	T-361 over Middle Branch Chillis	C	BRDG	2017	BOF	120,000	183	22,500	7,500	150,000													150,000	02/25/2016 A
Montour	3	11	138	97641	US 11 over Tb Sechler Run	+P	BRDG	2025													NHPP	200,000				200,000	200,000	
Montour	3	11	138	97641	US 11 over Tb Sechler Run	+F	BRDG	2025													NHPP	150,000				150,000	150,000	
Montour	3	11	138	97641	US 11 over Tb Sechler Run	+U	BRDG	2025													NHPP	50,000				50,000	50,000	
Montour	3	11	138	97641	US 11 over Tb Sechler Run	+R	BRDG	2025													NHPP	50,000				50,000	50,000	
Montour	3	11	138	97641	US 11 over Tb Sechler Run	+C	BRDG	2025													NHPP	2,000,000				2,000,000	2,000,000	01/09/2025 E
Montour	3	11	139	97643	US 11 over Sechler Run	+P	BRDG	2025													NHPP	200,000				200,000	200,000	
Montour	3	11	139	97643	US 11 over Sechler Run	+F	BRDG	2025													NHPP	150,000				150,000	150,000	
Montour	3	11	139	97643	US 11 over Sechler Run	+U	BRDG	2025													NHPP	50,000				50,000	50,000	
Montour	3	11	139	97643	US 11 over Sechler Run	+R	BRDG	2025													NHPP	50,000				50,000	50,000	
Montour	3	11	139	97643	US 11 over Sechler Run	+C	BRDG	2025													NHPP	2,000,000				2,000,000	2,000,000	01/09/2025 E
Montour	3	54	076	93524	SR 54 over Stony Brook	F	BRDG	2022									185	120,000		120,000							120,000	07/01/2022 E
Montour	3	54	076	93524	SR 54 over Stony Brook	U	BRDG	2022									185	75,000		75,000							75,000	06/01/2021 E
Montour	3	54	076	93524	SR 54 over Stony Brook	R	BRDG	2022									185	75,000		75,000							75,000	
Montour	3	54	076	93524	SR 54 over Stony Brook	C	BRDG	2023									185	1,800,000		1,800,000							1,800,000	01/12/2023 E
Montour	3	54	087	100483	SR 54 from SR 44 to SR 3008	P	HRST	2023									581	25,000		25,000							25,000	
Montour	3	54	087	100483	SR 54 from SR 44 to SR 3008	F	HRST	2024									581	25,000		25,000							25,000	
Montour	3	54	087	100483	SR 54 from SR 44 to SR 3008	C	HRST	2024									581	2,500,000		2,500,000							2,500,000	01/11/2024 E
Montour	3	54	087	100483	SR 54 from SR 44 to SR 3008	C	HRST	2025															581	5,500,000		5,500,000	5,500,000	01/11/2024 E
Montour	3	80	124	97547	I-80 West Bound Lane from SR 30	+F	HCON	2019	NHPP	100,000				100,000													100,000	
Montour	3	80	124	97547	I-80 West Bound Lane from SR 30	+C	HCON	2019	NHPP	4,000,000				4,000,000													4,000,000	01/17/2019 E
Montour	3	80	129	97556	I-80 East Bound Lane from SR 30	+F	HCON	2019	NHPP	100,000				100,000													100,000	
Montour	3	80	129	97556	I-80 East Bound Lane from SR 30	+C	HCON	2019	NHPP	850,000				850,000													850,000	01/17/2019 E
Montour	3	80	148	98992	Montour County Deck Joints	+F	BRDG	2018	NHPP	15,000				15,000													15,000	
Montour	3	80	148	98992	Montour County Deck Joints	+C	BRDG	2019	NHPP	330,000				330,000													330,000	01/17/2019 E
Montour	3	80	163	99174	Northd Co to Chill CrkEbl	P	HRST	2025															581	200,000		200,000	200,000	
Montour	3	80	163	99174	Northd Co to Chill CrkEbl	F	HRST	2025															581	200,000		200,000	200,000	
Montour	3	80	163	99174	Northd Co to Chill CrkEbl	+C	HRST	2025													NHPP	750,000				750,000	750,000	01/09/2025 E
Montour	3	80	M18	91451	Creek Rd to SR 54	C	HRST	2017			581	2,104,294		2,104,294													2,104,294	10/01/2015 A
Montour	3	80	M21	87569	SR 54 to Columbia Co	C	HRST	2017	NHPP	3,260,000	581	3,260,706		6,520,706													6,520,706	10/01/2015 A
Montour	3	254	033	93525	SR 254 over Mud Creek	C	BRDG	2017			185	65,000		65,000													65,000	01/14/2016 A
Montour	3	254	043	98438	SR 254 over Tributary to Mud Cre	P	BRDG	2017			185	40,000		40,000													40,000	08/01/2018 E
Montour	3	254	043	98438	SR 254 over Tributary to Mud Cre	F	BRDG	2019			185	25,000		25,000													25,000	08/01/2019 E
Montour	3	254	043	98438	SR 254 over Tributary to Mud Cre	U	BRDG	2020			185	35,000		35,000													35,000	07/01/2019 E
Montour	3	254	043	98438	SR 254 over Tributary to Mud Cre	R	BRDG	2019			185	40,000		40,000													40,000	
Montour	3	254	043	98438	SR 254 over Tributary to Mud Cre	C	BRDG	2020			185	60,000		60,000													60,000	10/01/2019 E
Montour	3	254	043	98438	SR 254 over Tributary to Mud Cre	C	BRDG	2021									185	90,000		90,000							90,000	10/01/2019 E
Montour	3	254	27M	88939	SR 254 from Cromley Dr to Colur	F	HRST	2017			581	20,000		20,000													20,000	
Montour	3	254	27M	88939	SR 254 from Cromley Dr to Colur	+C	HRST	2018	STP	575,000				575,000													575,000	07/01/2018 E
Montour	3	642	021	93608	SR 642 over Tributary to Mahonin	F	BRDG	2017			185	25,000		25,000													25,000	10/07/2017 E
Montour	3	642	021	93608	SR 642 over Tributary to Mahonin	U	BRDG	2018			185	35,000		35,000													35,000	09/07/2017 E
Montour	3	642	021	93608	SR 642 over Tributary to Mahonin	R	BRDG	2017			185	25,000		25,000													25,000	
Montour	3	642	021	93608	SR 642 over Tributary to Mahonin	C	BRDG	2018			185	150,000		150,000													150,000	12/07/2017 E
Montour	3	642	025	98510	SR 642 over Beaver Run	P	BRDG	2018			185	40,000		40,000													40,000	
Montour	3	642	025	98510	SR 642 over Beaver Run	F	BRDG	2020			185	25,000		25,000													25,000	
Montour	3	642	025	98510	SR 642 over Beaver Run	U	BRDG	2021									185	40,000		40,000							40,000	
Montour	3	642	025	98510	SR 642 over Beaver Run	R	BRDG	2020			185	25,000		25,000													25,000	
Montour	3	642	025	98510	SR 642 over Beaver Run	C	BRDG	2021									185	150,000		150,000							150,000	01/14/2021 E
Montour	3	642	026	98507	SR 642 over Beaver Run	P	BRDG	2020			185	40,000		40,000													40,000	
Montour	3	642	026	98507	SR 642 over Beaver Run	F	BRDG	2022									185	35,000		35,000							35,000	

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Montour	3	642	026	98507	SR 642 over Beaver Run	U	BRDG	2023									185	35,000		35,000							35,000	
Montour	3	642	026	98507	SR 642 over Beaver Run	R	BRDG	2022									185	35,000		35,000							35,000	
Montour	3	642	026	98507	SR 642 over Beaver Run	C	BRDG	2023									185	266,733		266,733							266,733	01/12/2023 E
Montour	3	642	16M	87898	SR 642 from Northumberland Cou	C	HRST	2020			581	737,943		737,943													737,943	07/01/2020 E
Montour	3	642	16M	87898	SR 642 from Northumberland Cou	C	HRST	2021									581	512,057		512,057							512,057	07/01/2020 E
Montour	3	642	17M	87901	SR 642 from SR 54 to Diehl Road	C	HRST	2019			581	1,900,000		1,900,000													1,900,000	01/17/2019 E
Montour	3	2006	020	102924	SR 2006 from Mill St to Railroad	F	HRST	2017			581	10,000		10,000													10,000	
Montour	3	2006	021	102968	SR 2006 from Railroad St to Mahc	F	HRST	2017			581	10,000		10,000													10,000	02/09/2017 E
Montour	3	2008	009	100451	SR 2008 from Bryd Ave to Grovar	P	HRST	2022									581	25,000		25,000							25,000	
Montour	3	2008	009	100451	SR 2008 from Bryd Ave to Grovar	F	HRST	2023									581	25,000		25,000							25,000	
Montour	3	2008	009	100451	SR 2008 from Bryd Ave to Grovar	C	HRST	2023									581	1,500,000		1,500,000							1,500,000	01/12/2023 E
Montour	3	2008	013	98610	Cherry St to Copper Twsp	P	HRST	2025															581	200,000		200,000	200,000	
Montour	3	2008	013	98610	Cherry St to Copper Twsp	F	HRST	2025															581	200,000		200,000	200,000	
Montour	3	2008	013	98610	Cherry St to Copper Twsp	+C	HRST	2025															STP	1,600,000		1,600,000	1,600,000	01/09/2025 E
Montour	3	2008	014	98624	Jade Ave to Byrd Ave	P	HRST	2025															581	100,000		100,000	100,000	
Montour	3	2008	014	98624	Jade Ave to Byrd Ave	F	HRST	2025															581	100,000		100,000	100,000	
Montour	3	2008	014	98624	Jade Ave to Byrd Ave	C	HRST	2025															581	500,000		500,000	500,000	01/09/2025 E
Montour	3	2014	102	99406	PA 254 to PA 642	P	HRST	2025															581	100,000		100,000	100,000	
Montour	3	2014	102	99406	PA 254 to PA 642	F	HRST	2025															581	100,000		100,000	100,000	
Montour	3	2014	102	99406	PA 254 to PA 642	C	HRST	2025															581	1,692,992		1,692,992	1,692,992	01/09/2025 E
Montour	3	3007	013	93650	SR 3007 over Tributary to Mauses	F	BRDG	2018			185	25,000		25,000													25,000	08/01/2018 E
Montour	3	3007	013	93650	SR 3007 over Tributary to Mauses	U	BRDG	2019			185	10,000		10,000													10,000	07/01/2018 E
Montour	3	3007	013	93650	SR 3007 over Tributary to Mauses	R	BRDG	2018			185	25,000		25,000													25,000	
Montour	3	3007	013	93650	SR 3007 over Tributary to Mauses	C	BRDG	2019			185	150,000		150,000													150,000	01/17/2019 E
Montour	3	7203	0	106671	SEDA-COG Local Bridge Remova	P	BRDG	2017			581	2,276		2,276													2,276	
Montour	3	7203	0	106671	SEDA-COG Local Bridge Remova	F	BRDG	2019			581	40,000		40,000													40,000	
Montour	3	7203	0	106671	SEDA-COG Local Bridge Remova	U	BRDG	2019			581	40,000		40,000													40,000	
Montour	3	7203	0	106671	SEDA-COG Local Bridge Remova	R	BRDG	2019			581	40,633		40,633													40,633	
Montour	3	7203	0	106671	SEDA-COG Local Bridge Remova	C	BRDG	2020			581	1,347,752		1,347,752													1,347,752	01/09/2020 E
Montour	3	7203	0	106671	SEDA-COG Local Bridge Remova	C	BRDG	2021									581	829,339		829,339							829,339	01/09/2020 E
Totals for: Montour										9,670,000		10,436,104	27,500	20,133,604		209,385		8,202,389	13,087	8,424,861		8,594,400		9,145,067	84,025	17,823,492	46,381,957	
Northumberlan	3			102950	Northumberland County Pipe Line	F	HRST	2017			581	10,000		10,000													10,000	
Northumberlan	3		LBR	93642	T-802 over South Branch of Roari	P	BRDG	2018	BOF	64,000	183	12,000	4,000	80,000													80,000	12/01/2019 E
Northumberlan	3		LBR	93642	T-802 over South Branch of Roari	F	BRDG	2019	BOF	96,000	183	18,000	6,000	120,000													120,000	11/01/2020 E
Northumberlan	3		LBR	93642	T-802 over South Branch of Roari	U	BRDG	2019	BOF	16,000	183	3,000	1,000	20,000													20,000	10/01/2020 E
Northumberlan	3		LBR	93642	T-802 over South Branch of Roari	R	BRDG	2020	BOF	16,000	183	3,000	1,000	20,000													20,000	
Northumberlan	3		LBR	93642	T-802 over South Branch of Roari	C	BRDG	2021							BOF	646,100	183	121,144	40,381	807,625							807,625	01/14/2021 E
Northumberlan	3	11	113	97653	US 11 from Bridge Ave to Old Da	+C	HCON	2017	NHPP	3,250,000				3,250,000													3,250,000	03/09/2017 E
Northumberlan	3	11	117	99176	US 11 from SR 147 to C Street	F	HRST	2021									581	10,000		10,000							10,000	
Northumberlan	3	11	117	99176	US 11 from SR 147 to C Street	+C	HRST	2021							STP	805,000				805,000							805,000	01/14/2021 E
Northumberlan	3	11	118	99177	US 11 from SR 1024 to Montour C	F	HRST	2020			581	30,000		30,000													30,000	
Northumberlan	3	11	118	99177	US 11 from SR 1024 to Montour C	C	HRST	2021									581	3,080,000		3,080,000							3,080,000	01/14/2021 E
Northumberlan	3	44	044	99243	SR 44 & SR 1006 Intersection	P	HRST	2020			581	175,000		175,000													175,000	
Northumberlan	3	44	044	99243	SR 44 & SR 1006 Intersection	F	HRST	2021									581	125,000		125,000							125,000	
Northumberlan	3	44	044	99243	SR 44 & SR 1006 Intersection	+C	HRST	2022							STP	1,650,000				1,650,000							1,650,000	01/13/2022 E
Northumberlan	3	44	051	88796	SR 44 over Dry Run	C	BRDG	2017	STP	356,500				356,500													356,500	02/11/2016 A
Northumberlan	3	45	033	6754	SR 45 over Chillisquaque Creek	+C	BRDG	2019	STP	1,700,000				1,700,000													1,700,000	09/13/2018 E
Northumberlan	3	54	074	88778	SR 54 over Diebler Creek	+P	BRDG	2018	STP	150,000				150,000													150,000	03/01/2020 E
Northumberlan	3	54	074	88778	SR 54 over Diebler Creek	+F	BRDG	2020	STP	100,000				100,000													100,000	07/01/2021 E
Northumberlan	3	54	074	88778	SR 54 over Diebler Creek	+U	BRDG	2020	STP	75,000				75,000													75,000	06/01/2021 E
Northumberlan	3	54	074	88778	SR 54 over Diebler Creek	+R	BRDG	2020	STP	65,000				65,000													65,000	
Northumberlan	3	54	074	88778	SR 54 over Diebler Creek	+C	BRDG	2022							STP	1,383,568				1,383,568							1,383,568	01/13/2022 E

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Northumberlan	3	54	085	97593	SR 54 from Locust Gp to Locust S	P	HCON	2021									581	150,000		150,000							150,000	
Northumberlan	3	54	085	97593	SR 54 from Locust Gp to Locust S	F	HCON	2022									581	100,000		100,000							100,000	
Northumberlan	3	54	085	97593	SR 54 from Locust Gp to Locust S	U	HCON	2022									581	100,000		100,000							100,000	
Northumberlan	3	54	085	97593	SR 54 from Locust Gp to Locust S	R	HCON	2022									581	50,000		50,000							50,000	
Northumberlan	3	54	085	97593	SR 54 from Locust Gp to Locust S	+C	HCON	2023							STP	2,250,000				2,250,000							2,250,000	01/12/2023 E
Northumberlan	3	54	086	99238	SR 54 Soil Slide Repair	F	HCON	2018			581	150,000		150,000													150,000	01/01/2018 E
Northumberlan	3	54	086	99238	SR 54 Soil Slide Repair	C	HCON	2019			581	2,400,000		2,400,000													2,400,000	03/01/2018 E
Northumberlan	3	54	088	102931	SR 54 from Elysburg to Monastery	F	HRST	2017			581	10,000		10,000													10,000	
Northumberlan	3	54	092	106084	SR 54 Mine Entrance	P	BRDG	2017			185	60,000		60,000													60,000	07/01/2018 E
Northumberlan	3	54	092	106084	SR 54 Mine Entrance	F	BRDG	2018			185	30,000		30,000													30,000	07/01/2019 E
Northumberlan	3	54	092	106084	SR 54 Mine Entrance	U	BRDG	2020			185	35,000		35,000													35,000	06/01/2019 E
Northumberlan	3	54	092	106084	SR 54 Mine Entrance	R	BRDG	2019			185	25,000		25,000													25,000	
Northumberlan	3	54	092	106084	SR 54 Mine Entrance	C	BRDG	2020			185	160,000		160,000													160,000	09/01/2019 E
Northumberlan	3	54	092	106084	SR 54 Mine Entrance	C	BRDG	2021									185	190,000		190,000							190,000	09/01/2019 E
Northumberlan	3	54	093	97708	Locust Gap to Locust Summ	F	HRST	2020			581	10,000		10,000													10,000	
Northumberlan	3	54	71M	87909	SR 54 from Montour County to Bo	P	HRST	2018			581	50,000		50,000													50,000	
Northumberlan	3	54	71M	87909	SR 54 from Montour County to Bo	F	HRST	2018			581	45,000		45,000													45,000	
Northumberlan	3	54	71M	87909	SR 54 from Montour County to Bo	+C	HRST	2019	NHPP	1,000,000				1,000,000													1,000,000	04/01/2019 E
Northumberlan	3	54	71M	87909	SR 54 from Montour County to Bo	+C	HRST	2019	STP	1,500,000				1,500,000													1,500,000	04/01/2019 E
Northumberlan	3	61	117	99329	SR 61 from North Lombard St to S	P	HCON	2020			581	200,000		200,000													200,000	
Northumberlan	3	61	117	99329	SR 61 from North Lombard St to S	F	HCON	2021									581	125,000		125,000							125,000	
Northumberlan	3	61	117	99329	SR 61 from North Lombard St to S	C	HCON	2021									581	3,000,000		3,000,000							3,000,000	01/14/2021 E
Northumberlan	3	61	118	99327	SR 61 from 5th St to Dark Run	P	HCON	2020			581	250,000		250,000													250,000	
Northumberlan	3	61	118	99327	SR 61 from 5th St to Dark Run	F	HCON	2022									581	100,000		100,000							100,000	
Northumberlan	3	61	118	99327	SR 61 from 5th St to Dark Run	+C	HCON	2023							NHPP	2,000,000				2,000,000							2,000,000	01/12/2023 E
Northumberlan	3	61	118	99327	SR 61 from 5th St to Dark Run	+C	HCON	2025													NHPP	3,650,000				3,650,000	3,650,000	01/12/2023 E
Northumberlan	3	61	122	99009	SR 61 over SR 2029 & 901	+P	BRDG	2025													NHPP	200,000				200,000	200,000	
Northumberlan	3	61	122	99009	SR 61 over SR 2029 & 901	+F	BRDG	2025													NHPP	150,000				150,000	150,000	
Northumberlan	3	61	122	99009	SR 61 over SR 2029 & 901	+U	BRDG	2025													NHPP	50,000				50,000	50,000	
Northumberlan	3	61	122	99009	SR 61 over SR 2029 & 901	+R	BRDG	2025													NHPP	50,000				50,000	50,000	
Northumberlan	3	61	122	99009	SR 61 over SR 2029 & 901	+C	BRDG	2025													NHPP	2,000,000				2,000,000	2,000,000	01/09/2025 E
Northumberlan	3	61	123	99006	SR 61 over Dark Run	+P	BRDG	2025													NHPP	200,000				200,000	200,000	
Northumberlan	3	61	123	99006	SR 61 over Dark Run	+F	BRDG	2025													NHPP	150,000				150,000	150,000	
Northumberlan	3	61	123	99006	SR 61 over Dark Run	+U	BRDG	2025													NHPP	50,000				50,000	50,000	
Northumberlan	3	61	123	99006	SR 61 over Dark Run	+R	BRDG	2025													NHPP	50,000				50,000	50,000	
Northumberlan	3	61	123	99006	SR 61 over Dark Run	+C	BRDG	2025													NHPP	1,000,000				1,000,000	1,000,000	01/09/2025 E
Northumberlan	3	61	124	99391	Kulpmont to Ranshaw	P	HRST	2025															581	200,000		200,000	200,000	
Northumberlan	3	61	124	99391	Kulpmont to Ranshaw	F	HRST	2025															581	200,000		200,000	200,000	
Northumberlan	3	61	124	99391	Kulpmont to Ranshaw	+C	HRST	2025													NHPP	2,300,000				2,300,000	2,300,000	01/09/2025 E
Northumberlan	3	61	12R	106126	Sunbury Corridor RRX	C	SAMI	2019	RRX	1,560,000				1,560,000													1,560,000	01/10/2019 E
Northumberlan	3	61	12R	106126	Sunbury Corridor RRX	C	SAMI	2021							RRX	1,410,000				1,410,000							1,410,000	01/10/2019 E
Northumberlan	3	61	M02	87910	SR 61 from Uniontown to Weigh S	C	HRST	2017			581	4,190,343		4,190,343													4,190,343	04/07/2016 E
Northumberlan	3	61	M03	87944	SR 61 from Lancaster Switch to C	F	HRST	2020			581	10,000		10,000													10,000	
Northumberlan	3	61	M03	87944	SR 61 from Lancaster Switch to C	+C	HRST	2020	NHPP	200,000				200,000													200,000	01/16/2020 E
Northumberlan	3	61	M03	87944	SR 61 from Lancaster Switch to C	+C	HRST	2021							NHPP	820,000				820,000							820,000	01/16/2020 E
Northumberlan	3	80	133	97564	I-80 East Bound Lane from SR 40	F	HRST	2021									581	100,000		100,000							100,000	
Northumberlan	3	80	133	97564	I-80 East Bound Lane from SR 40	C	HRST	2022									581	6,219,799		6,219,799							6,219,799	01/01/2023 E
Northumberlan	3	80	155	105519	I-80 West Bound Lane from Union	P	HRST	2025															581	200,000		200,000	200,000	
Northumberlan	3	80	155	105519	I-80 West Bound Lane from Union	F	HRST	2025															581	200,000		200,000	200,000	
Northumberlan	3	80	155	105519	I-80 West Bound Lane from Union	C	HRST	2025															581	4,000,000		4,000,000	4,000,000	01/09/2025 E
Northumberlan	3	125	14M	87911	SR 125 from Burnside Rd to SR 6	+C	HRST	2017	STP	1,200,000				1,200,000													1,200,000	03/09/2017 E
Northumberlan	3	147	076	85623	SR 147 over Trbutary to Susqueha	+P	BRDG	2018	NHPP	200,000				200,000													200,000	06/01/2019 E

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Northumberlan	3	147	076	85623	SR 147 over Trbutary to Susqueha	+F	BRDG	2020	NHPP	150,000				150,000													150,000	07/01/2020 E
Northumberlan	3	147	076	85623	SR 147 over Trbutary to Susqueha	+U	BRDG	2020	NHPP	40,000				40,000													40,000	06/01/2020 E
Northumberlan	3	147	076	85623	SR 147 over Trbutary to Susqueha	+R	BRDG	2020	NHPP	30,000				30,000													30,000	
Northumberlan	3	147	076	85623	SR 147 over Trbutary to Susqueha	+C	BRDG	2021							NHPP	1,000,000				1,000,000							1,000,000	01/14/2021 E
Northumberlan	3	147	110	96678	SR 147 from Packer Island Bridge	U	HCON	2017			581	100,000		100,000													100,000	12/09/2016 E
Northumberlan	3	147	110	96678	SR 147 from Packer Island Bridge	C	HCON	2017			581	7,440,642		7,440,642													7,440,642	03/09/2017 E
Northumberlan	3	147	114	102928	SR 147 from Dauphin County Lin	F	HRST	2017			581	10,000		10,000													10,000	
Northumberlan	3	147	116	104408	SR 147 North Bound from SR45 t	+C	HRST	2019	NHPP	900,000				900,000													900,000	01/17/2019 E
Northumberlan	3	147	117	98645	Wise Rd to SR 3006	F	HRST	2018			581	10,000		10,000													10,000	
Northumberlan	3	147	118	98653	SR 3006 to SR 4020	F	HRST	2018			581	10,000		10,000													10,000	
Northumberlan	3	147	119	106284	SR 147 from Blacksmith Hill St to	F	HRST	2019			581	10,000		10,000													10,000	
Northumberlan	3	147	80M	87908	SR 147 from SR 4020 to SR 4018	C	HRST	2017			581	1,575,000		1,575,000													1,575,000	03/24/2016 A
Northumberlan	3	147	81M	87947	SR 147 from SR 45 to Muddy Run	F	HRST	2017			581	40,000		40,000													40,000	
Northumberlan	3	147	81M	87947	SR 147 from SR 45 to Muddy Run	C	HRST	2019			581	900,000		900,000													900,000	01/17/2019 E
Northumberlan	3	180	117	97549	I-180 from SR 54 to SR 147	P	HRST	2018			581	155,000		155,000													155,000	
Northumberlan	3	180	117	97549	I-180 from SR 54 to SR 147	F	HRST	2019			581	130,000		130,000													130,000	
Northumberlan	3	180	117	97549	I-180 from SR 54 to SR 147	C	HRST	2020			581	3,000,000		3,000,000													3,000,000	01/16/2020 E
Northumberlan	3	180	117	97549	I-180 from SR 54 to SR 147	C	HRST	2021									581	5,000,000		5,000,000							5,000,000	01/16/2020 E
Northumberlan	3	254	049	98666	SR 405 to Queen St	F	HRST	2018			581	10,000		10,000													10,000	
Northumberlan	3	254	050	98671	Queen St. to Eisley Rd	F	HRST	2018			581	10,000		10,000													10,000	
Northumberlan	3	405	095	98674	SR 147 to Housels Run	P	HRST	2025															581	200,000		200,000	200,000	
Northumberlan	3	405	095	98674	SR 147 to Housels Run	F	HRST	2025															581	200,000		200,000	200,000	
Northumberlan	3	405	095	98674	SR 147 to Housels Run	C	HRST	2025															581	3,000,000		3,000,000	3,000,000	01/09/2025 E
Northumberlan	3	642	028	97679	W Br Susq Rvr to Milton	P	HRST	2025															581	200,000		200,000	200,000	
Northumberlan	3	642	028	97679	W Br Susq Rvr to Milton	F	HRST	2025															581	200,000		200,000	200,000	
Northumberlan	3	642	028	97679	W Br Susq Rvr to Milton	+C	HRST	2025													STP	1,200,000				1,200,000	1,200,000	01/09/2025 E
Northumberlan	3	890	007	88798	Substructure Contract	+P	BRDG	2018	STP	100,000				100,000													100,000	
Northumberlan	3	890	007	88798	Substructure Contract	+F	BRDG	2020	STP	50,000				50,000													50,000	
Northumberlan	3	890	007	88798	Substructure Contract	+U	BRDG	2020	STP	20,000				20,000													20,000	
Northumberlan	3	890	007	88798	Substructure Contract	+R	BRDG	2020	STP	15,000				15,000													15,000	
Northumberlan	3	890	007	88798	Substructure Contract	+C	BRDG	2021							STP	700,000				700,000							700,000	01/14/2021 E
Northumberlan	3	901	023	97655	SR 901 from Locust Gap to Locus	P	HCON	2021									581	100,000		100,000							100,000	
Northumberlan	3	901	023	97655	SR 901 from Locust Gap to Locus	F	HCON	2022									581	50,000		50,000							50,000	
Northumberlan	3	901	023	97655	SR 901 from Locust Gap to Locus	C	HCON	2023									581	5,000,000		5,000,000							5,000,000	01/12/2023 E
Northumberlan	3	1005	017	87994	SEDA-COG Scour Contract	C	BRDG	2025															185	875,000		875,000	875,000	01/09/2025 E
Northumberlan	3	1006	030	106083	FRP Repair SR 1006 over I-180 E	F	BRDG	2017			185	15,000		15,000													15,000	
Northumberlan	3	1006	030	106083	FRP Repair SR 1006 over I-180 E	C	BRDG	2017			185	150,000		150,000													150,000	01/19/2017 E
Northumberlan	3	1007	011	98531	SR 1007 over Branch Warrior Run	P	BRDG	2018			185	40,000		40,000													40,000	
Northumberlan	3	1007	011	98531	SR 1007 over Branch Warrior Run	F	BRDG	2022									185	35,000		35,000							35,000	
Northumberlan	3	1007	011	98531	SR 1007 over Branch Warrior Run	U	BRDG	2023									185	40,000		40,000							40,000	
Northumberlan	3	1007	011	98531	SR 1007 over Branch Warrior Run	R	BRDG	2022									185	35,000		35,000							35,000	
Northumberlan	3	1007	011	98531	SR 1007 over Branch Warrior Run	C	BRDG	2023									185	200,000		200,000							200,000	01/12/2023 E
Northumberlan	3	1007	017	88776	SR 1007 over Tributary to Warrior	F	BRDG	2017			185	20,000		20,000													20,000	11/01/2017 E
Northumberlan	3	1007	017	88776	SR 1007 over Tributary to Warrior	U	BRDG	2018			185	30,000		30,000													30,000	10/21/2017 E
Northumberlan	3	1007	017	88776	SR 1007 over Tributary to Warrior	R	BRDG	2017			185	25,000		25,000													25,000	
Northumberlan	3	1007	017	88776	SR 1007 over Tributary to Warrior	C	BRDG	2018			185	150,000		150,000													150,000	12/21/2017 E
Northumberlan	3	1007	022	99195	Warrior Run to PA 54	P	HRST	2025															581	200,000		200,000	200,000	
Northumberlan	3	1007	022	99195	Warrior Run to PA 54	F	HRST	2025															581	200,000		200,000	200,000	
Northumberlan	3	1007	022	99195	Warrior Run to PA 54	C	HRST	2025															581	2,000,000		2,000,000	2,000,000	01/09/2025 E
Northumberlan	3	1016	003	82778	SR 1016 over Tributary Muddy Ru	C	BRDG	2017			185	70,000		70,000													70,000	10/01/2016 E
Northumberlan	3	1024	88H	102810	CSVT Ridge Road	C	HCON	2019			581	8,288,809		8,288,809													8,288,809	12/01/2019 E
Northumberlan	3	1024	88H	102810	CSVT Ridge Road	C	HCON	2021									581	6,781,753		6,781,753							6,781,753	12/01/2019 E

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Northumberlan	3	2008	005	87990	SR 2008 over Tributary to Shamol	F	BRDG	2017			185	20,000		20,000													20,000	07/13/2018 E
Northumberlan	3	2008	005	87990	SR 2008 over Tributary to Shamol	U	BRDG	2018			185	30,000		30,000													30,000	06/13/2018 E
Northumberlan	3	2008	005	87990	SR 2008 over Tributary to Shamol	R	BRDG	2018			185	50,000		50,000													50,000	
Northumberlan	3	2008	005	87990	SR 2008 over Tributary to Shamol	C	BRDG	2019			185	500,000		500,000													500,000	09/13/2018 E
Northumberlan	3	2019	005	98538	SR 2019 over Quaker Run	P	BRDG	2019			185	40,000		40,000													40,000	
Northumberlan	3	2019	005	98538	SR 2019 over Quaker Run	F	BRDG	2021									185	35,000		35,000							35,000	
Northumberlan	3	2019	005	98538	SR 2019 over Quaker Run	U	BRDG	2022									185	40,000		40,000							40,000	
Northumberlan	3	2019	005	98538	SR 2019 over Quaker Run	R	BRDG	2021									185	25,000		25,000							25,000	
Northumberlan	3	2019	005	98538	SR 2019 over Quaker Run	C	BRDG	2022									185	156,842		156,842							156,842	01/13/2022 E
Northumberlan	3	2022	005	6766	SR 2022 over Tributary to Shamol	F	BRDG	2019			185	25,000		25,000													25,000	11/01/2019 E
Northumberlan	3	2022	005	6766	SR 2022 over Tributary to Shamol	U	BRDG	2020			185	35,000		35,000													35,000	10/01/2019 E
Northumberlan	3	2022	005	6766	SR 2022 over Tributary to Shamol	R	BRDG	2019			185	25,000		25,000													25,000	
Northumberlan	3	2022	005	6766	SR 2022 over Tributary to Shamol	C	BRDG	2020			185	150,000		150,000													150,000	01/16/2020 E
Northumberlan	3	3018	002	79049	SR 3018 over Mahantango Creek	F	BRDG	2017			185	20,000		20,000													20,000	
Northumberlan	3	3018	002	79049	SR 3018 over Mahantango Creek	U	BRDG	2023									185	35,000		35,000							35,000	
Northumberlan	3	3018	002	79049	SR 3018 over Mahantango Creek	R	BRDG	2022									185	25,000		25,000							25,000	
Northumberlan	3	3018	002	79049	SR 3018 over Mahantango Creek	+C	BRDG	2023							STP	1,275,668				1,275,668							1,275,668	01/12/2023 E
Northumberlan	3	3024	002	88801	SR 3024 over Tributary to Mahant	F	BRDG	2018			185	25,000		25,000													25,000	08/04/2018 E
Northumberlan	3	3024	002	88801	SR 3024 over Tributary to Mahant	U	BRDG	2019			185	35,000		35,000													35,000	07/04/2018 E
Northumberlan	3	3024	002	88801	SR 3024 over Tributary to Mahant	R	BRDG	2018			185	25,000		25,000													25,000	
Northumberlan	3	3024	002	88801	SR 3024 over Tributary to Mahant	C	BRDG	2019			185	150,000		150,000													150,000	10/04/2018 E
Northumberlan	3	4002	007	93603	SR 4002 over Kipps Run	C	BRDG	2017			185	150,000		150,000													150,000	03/09/2017 E
Northumberlan	3	4004	011	98722	SR 4004 from Mile Post Rd to SR	C	HRST	2018			581	1,200,000		1,200,000													1,200,000	07/01/2018 E
Northumberlan	3	4004	012	98540	SR 4004 over Tributary N Branch	P	BRDG	2019			185	75,000		75,000													75,000	07/01/2020 E
Northumberlan	3	4004	012	98540	SR 4004 over Tributary N Branch	F	BRDG	2021									185	35,000		35,000							35,000	07/01/2021 E
Northumberlan	3	4004	012	98540	SR 4004 over Tributary N Branch	U	BRDG	2022									185	40,000		40,000							40,000	06/01/2021 E
Northumberlan	3	4004	012	98540	SR 4004 over Tributary N Branch	R	BRDG	2021									185	25,000		25,000							25,000	
Northumberlan	3	4004	012	98540	SR 4004 over Tributary N Branch	C	BRDG	2022									185	150,000		150,000							150,000	01/13/2022 E
Northumberlan	3	4004	015	106286	SR 4004 from SR 61 to Mile Post	F	HRST	2019			581	10,000		10,000													10,000	
Northumberlan	3	4010	009	106285	SR 4010 from SR 147 to Eleventh	F	HRST	2019			581	10,000		10,000													10,000	
Northumberlan	3	4018	015	93649	SR 4018 over South Branch of Plu	F	BRDG	2017			185	20,000		20,000													20,000	08/19/2017 E
Northumberlan	3	4018	015	93649	SR 4018 over South Branch of Plu	U	BRDG	2018			185	30,000		30,000													30,000	07/19/2017 E
Northumberlan	3	4018	015	93649	SR 4018 over South Branch of Plu	R	BRDG	2017			185	25,000		25,000													25,000	
Northumberlan	3	4018	015	93649	SR 4018 over South Branch of Plu	C	BRDG	2018			185	150,000		150,000													150,000	10/19/2017 E
Northumberlan	3	4019	002	98542	SR 4019 over Tributary of Littte M	P	BRDG	2017			185	75,000		75,000													75,000	07/01/2019 E
Northumberlan	3	4019	002	98542	SR 4019 over Tributary of Littte M	F	BRDG	2020			185	25,000		25,000													25,000	07/01/2020 E
Northumberlan	3	4019	002	98542	SR 4019 over Tributary of Littte M	U	BRDG	2021									185	37,535		37,535							37,535	06/01/2020 E
Northumberlan	3	4019	002	98542	SR 4019 over Tributary of Littte M	R	BRDG	2020			185	15,000		15,000													15,000	
Northumberlan	3	4019	002	98542	SR 4019 over Tributary of Littte M	C	BRDG	2021									185	150,000		150,000							150,000	01/14/2021 E
Totals for: Northumberland										12,853,500		32,980,794	12,000	45,846,294		13,940,336		31,467,073	40,381	45,447,790		11,050,000		11,875,000		22,925,000	114,219,084	
Snyder	3			7588	Cent. Susq. Val. Sty	F	HCON	2017			581	17,759,239		17,759,239													17,759,239	
Snyder	3			7588	Cent. Susq. Val. Sty	F	HCON	2021									581	3,220,761		3,220,761							3,220,761	
Snyder	3			7588	Cent. Susq. Val. Sty	U	HCON	2017			581	16,750,000		16,750,000													16,750,000	
Snyder	3			7588	Cent. Susq. Val. Sty	R	HCON	2017			581	4,225,000		4,225,000													4,225,000	07/01/2015 A
Snyder	3			7588	Cent. Susq. Val. Sty	C	HCON	2017			581	3,250,000		3,250,000													3,250,000	
Snyder	3			7588	Cent. Susq. Val. Sty	C	HCON	2021									581	1,125,000		1,125,000							1,125,000	
Snyder	3			102951	Snyder Co Pipe Liner	F	HRST	2018			581	10,000		10,000													10,000	
Snyder	3		LBR	6846	T-469 over Swift Run	P	BRDG	2017	BOF	64,000	183	12,000	4,000	80,000													80,000	12/01/2017 E
Snyder	3		LBR	6846	T-469 over Swift Run	F	BRDG	2018	BOF	96,000	183	18,000	6,000	120,000													120,000	11/01/2018 E
Snyder	3		LBR	6846	T-469 over Swift Run	U	BRDG	2019	BOF	16,000	183	3,000	1,000	20,000													20,000	10/01/2018 E
Snyder	3		LBR	6846	T-469 over Swift Run	R	BRDG	2019	BOF	16,000	183	3,000	1,000	20,000													20,000	
Snyder	3		LBR	6846	T-469 over Swift Run	C	BRDG	2020	BOF	640,000	183	120,000	40,000	800,000													800,000	01/16/2020 E

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Snyder	3	11	129	106278	US 11 North Bound from Penns C	+C	HRST	2021							STP	500,000				500,000							500,000	01/14/2021 E
Snyder	3	11	130	106279	Penns Creek to SR 522 SB	+C	HRST	2021							STP	500,000				500,000							500,000	01/14/2021 E
Snyder	3	11	131	99241	US 11 from Ulsh Road to Penn's C	P	HRST	2021									581	100,000		100,000							100,000	
Snyder	3	11	131	99241	US 11 from Ulsh Road to Penn's C	F	HRST	2022									581	105,000		105,000							105,000	
Snyder	3	11	131	99241	US 11 from Ulsh Road to Penn's C	C	HRST	2023									581	8,800,000		8,800,000							8,800,000	01/12/2023 E
Snyder	3	11	M06	87896	US 11 from US 522 to Roosevelt A	F	HRST	2017			581	50,000		50,000													50,000	
Snyder	3	11	M06	87896	US 11 from US 522 to Roosevelt A	+C	HRST	2018	NHPP	2,500,000				2,500,000													2,500,000	01/18/2018 E
Snyder	3	11	M18	102199	US 11 from Juniata County Line t	F	HRST	2017			581	10,000		10,000													10,000	01/26/2017 E
Snyder	3	15	145	93506	US 15 Bridge Preservation	C	BRDG	2017	NHPP	403,000				403,000													403,000	05/05/2016 E
Snyder	3	15	88D	76401	CSVT Southern Section	C	HCON	2019			581	40,000,000		40,000,000													40,000,000	06/01/2018 E
Snyder	3	15	88D	76401	CSVT Southern Section	C	HCON	2021									581	95,061,058		95,061,058							95,061,058	06/01/2018 E
Snyder	3	15	88F	76403	CSVT Paving South Sec	C	HCON	2020			581	2,000,000		2,000,000													2,000,000	06/01/2020 E
Snyder	3	15	88F	76403	CSVT Paving South Sec	C	HCON	2021									581	27,851,308		27,851,308							27,851,308	06/01/2020 E
Snyder	3	15	88G	76404	CSVT PA 61 Connector	C	HCON	2021									581	44,275,460		44,275,460							44,275,460	06/01/2020 E
Snyder	3	15	88I	102811	CSVT ITS	C	HCON	2021									581	16,603,297		16,603,297							16,603,297	01/14/2021 E
Snyder	3	35	012	99120	SR 35 ov Tb Middle Creek	+P	BRDG	2025													STP	200,000				200,000	200,000	
Snyder	3	35	012	99120	SR 35 ov Tb Middle Creek	+F	BRDG	2025													STP	150,000				150,000	150,000	
Snyder	3	35	012	99120	SR 35 ov Tb Middle Creek	+U	BRDG	2025													STP	50,000				50,000	50,000	
Snyder	3	35	012	99120	SR 35 ov Tb Middle Creek	+R	BRDG	2025													STP	50,000				50,000	50,000	
Snyder	3	35	012	99120	SR 35 ov Tb Middle Creek	+C	BRDG	2025													STP	2,200,000				2,200,000	2,200,000	01/09/2025 E
Snyder	3	104	024	106155	SR 104 over Mahantango Creek	P	BRDG	2019			185	250,000		250,000													250,000	
Snyder	3	104	024	106155	SR 104 over Mahantango Creek	F	BRDG	2021									185	150,000		150,000							150,000	
Snyder	3	104	024	106155	SR 104 over Mahantango Creek	U	BRDG	2022									185	40,000		40,000							40,000	
Snyder	3	104	024	106155	SR 104 over Mahantango Creek	R	BRDG	2022									185	35,000		35,000							35,000	
Snyder	3	104	024	106155	SR 104 over Mahantango Creek	+C	BRDG	2023							STP	1,601,739				1,601,739							1,601,739	01/12/2023 E
Snyder	3	104	16M	87889	SR 3006 to Middleburg Boro	C	HRST	2019			581	1,250,000		1,250,000													1,250,000	07/01/2019 E
Snyder	3	522	063	6874	US 522 over Middle Creek	+C	BRDG	2017	NHPP	5,880,000				5,880,000													5,880,000	08/11/2016 E
Snyder	3	522	071	6872	US 522 over Beaver Creek	+F	BRDG	2018	NHPP	150,000				150,000													150,000	07/01/2021 E
Snyder	3	522	071	6872	US 522 over Beaver Creek	+U	BRDG	2019	NHPP	40,000				40,000													40,000	06/01/2021 E
Snyder	3	522	071	6872	US 522 over Beaver Creek	+R	BRDG	2019	NHPP	30,000				30,000													30,000	
Snyder	3	522	071	6872	US 522 over Beaver Creek	+C	BRDG	2022							NHPP	1,400,000				1,400,000							1,400,000	01/13/2022 E
Snyder	3	522	072	6886	US 522 over Tributary to Middle C	P	BRDG	2018			185	250,000		250,000													250,000	07/01/2022 E
Snyder	3	522	072	6886	US 522 over Tributary to Middle C	+F	BRDG	2020	NHPP	150,000				150,000													150,000	07/01/2023 E
Snyder	3	522	072	6886	US 522 over Tributary to Middle C	+U	BRDG	2020	NHPP	75,000				75,000													75,000	06/01/2023 E
Snyder	3	522	072	6886	US 522 over Tributary to Middle C	+R	BRDG	2020	NHPP	65,000				65,000													65,000	
Snyder	3	522	072	6886	US 522 over Tributary to Middle C	+C	BRDG	2024							NHPP	1,500,000				1,500,000							1,500,000	01/11/2024 E
Snyder	3	522	073	6899	US 522 over Beaver Creek	+P	BRDG	2018	NHPP	200,000				200,000													200,000	07/01/2021 E
Snyder	3	522	073	6899	US 522 over Beaver Creek	+F	BRDG	2020	NHPP	150,000				150,000													150,000	07/01/2022 E
Snyder	3	522	073	6899	US 522 over Beaver Creek	+U	BRDG	2020	NHPP	75,000				75,000													75,000	06/01/2022 E
Snyder	3	522	073	6899	US 522 over Beaver Creek	+R	BRDG	2020	NHPP	65,000				65,000													65,000	
Snyder	3	522	073	6899	US 522 over Beaver Creek	+C	BRDG	2023							NHPP	1,800,000				1,800,000							1,800,000	01/12/2023 E
Snyder	3	522	081	97714	US 522 from Bridge St to US11	F	HRST	2017			581	10,000		10,000													10,000	
Snyder	3	522	084	104616	US 522 from Willow Ave to Swin	C	HRST	2019			581	700,000		700,000													700,000	01/17/2019 E
Snyder	3	1005	026	98882	Middle Crk Twp to SR 204	P	HRST	2025															581	50,000		50,000	50,000	
Snyder	3	1005	026	98882	Middle Crk Twp to SR 204	F	HRST	2025															581	50,000		50,000	50,000	
Snyder	3	1005	026	98882	Middle Crk Twp to SR 204	C	HRST	2025															581	1,000,000		1,000,000	1,000,000	01/09/2025 E
Snyder	3	1013	008	88016	SR 1013 over Tributary to Penns C	C	BRDG	2017			185	25,000		25,000													25,000	02/04/2016 A
Snyder	3	1014	014	98885	SR 204 to SR 11	P	HRST	2025															581	50,000		50,000	50,000	
Snyder	3	1014	014	98885	SR 204 to SR 11	F	HRST	2025															581	50,000		50,000	50,000	
Snyder	3	1014	014	98885	SR 204 to SR 11	C	HRST	2025															581	1,000,000		1,000,000	1,000,000	01/09/2025 E
Snyder	3	1019	015	98887	SR 1023 to SR 1017	P	HRST	2025															581	200,000		200,000	200,000	
Snyder	3	1019	015	98887	SR 1023 to SR 1017	F	HRST	2025															581	200,000		200,000	200,000	

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Snyder	3	1019	015	98887	SR 1023 to SR 1017	C	HRST	2025															581	1,000,000		1,000,000	1,000,000	01/16/2025 E
Snyder	3	2006	013	93606	SR 2006 over Tributary to Chapm	F	BRDG	2019			185	20,000		20,000													20,000	07/01/2019 E
Snyder	3	2006	013	93606	SR 2006 over Tributary to Chapm	U	BRDG	2020			185	50,000		50,000													50,000	06/01/2019 E
Snyder	3	2006	013	93606	SR 2006 over Tributary to Chapm	R	BRDG	2019			185	30,000		30,000													30,000	
Snyder	3	2006	013	93606	SR 2006 over Tributary to Chapm	C	BRDG	2020			185	150,000		150,000													150,000	09/01/2019 E
Snyder	3	2007	012	93607	SR 2007 over Tributary to Middle	F	BRDG	2017			185	20,000		20,000													20,000	09/02/2017 E
Snyder	3	2007	012	93607	SR 2007 over Tributary to Middle	U	BRDG	2018			185	75,000		75,000													75,000	08/02/2017 E
Snyder	3	2007	012	93607	SR 2007 over Tributary to Middle	R	BRDG	2017			185	25,000		25,000													25,000	
Snyder	3	2007	012	93607	SR 2007 over Tributary to Middle	C	BRDG	2018			185	150,000		150,000													150,000	11/02/2017 E
Snyder	3	2007	013	93648	SR 2007 over Tributary to Middle	P	BRDG	2019			185	65,000		65,000													65,000	07/01/2020 E
Snyder	3	2007	013	93648	SR 2007 over Tributary to Middle	F	BRDG	2021									185	35,000		35,000							35,000	07/01/2021 E
Snyder	3	2007	013	93648	SR 2007 over Tributary to Middle	U	BRDG	2022									185	35,000		35,000							35,000	06/01/2021 E
Snyder	3	2007	013	93648	SR 2007 over Tributary to Middle	R	BRDG	2021									185	35,000		35,000							35,000	
Snyder	3	2007	013	93648	SR 2007 over Tributary to Middle	C	BRDG	2022									185	165,000		165,000							165,000	01/13/2022 E
Snyder	3	2010	015	98577	SR 2010 over Tributary to Middle	P	BRDG	2017			185	40,000		40,000													40,000	06/01/2018 E
Snyder	3	2010	015	98577	SR 2010 over Tributary to Middle	F	BRDG	2019			185	25,000		25,000													25,000	08/01/2019 E
Snyder	3	2010	015	98577	SR 2010 over Tributary to Middle	U	BRDG	2020			185	35,000		35,000													35,000	07/01/2019 E
Snyder	3	2010	015	98577	SR 2010 over Tributary to Middle	R	BRDG	2019			185	25,000		25,000													25,000	
Snyder	3	2010	015	98577	SR 2010 over Tributary to Middle	C	BRDG	2020			185	105,000		105,000													105,000	10/01/2019 E
Snyder	3	2010	015	98577	SR 2010 over Tributary to Middle	C	BRDG	2021									185	45,000		45,000							45,000	10/01/2019 E
Snyder	3	2017	14M	88942	SR 2017 from Sand Hill Rd to US	F	HRST	2017			581	20,000		20,000													20,000	
Snyder	3	2017	14M	88942	SR 2017 from Sand Hill Rd to US	+C	HRST	2018	STP	1,800,000				1,800,000													1,800,000	01/18/2018 E
Snyder	3	3006	015	93527	SR 3006 over Tributary to N Bran	C	BRDG	2017			185	150,000		150,000													150,000	12/15/2016 E
Snyder	3	3010	017	98578	SR 3010 over Middleworth Run	P	BRDG	2020			185	40,000		40,000													40,000	
Snyder	3	3010	017	98578	SR 3010 over Middleworth Run	F	BRDG	2022									185	35,000		35,000							35,000	
Snyder	3	3010	017	98578	SR 3010 over Middleworth Run	U	BRDG	2023									185	40,000		40,000							40,000	
Snyder	3	3010	017	98578	SR 3010 over Middleworth Run	R	BRDG	2022									185	35,000		35,000							35,000	
Snyder	3	3010	017	98578	SR 3010 over Middleworth Run	C	BRDG	2023									185	200,000		200,000							200,000	01/13/2023 E
Snyder	3	3012	010	98598	SR 3012 over Tributary to Middle	P	BRDG	2018			185	40,000		40,000													40,000	
Snyder	3	3012	010	98598	SR 3012 over Tributary to Middle	F	BRDG	2020			185	25,000		25,000													25,000	
Snyder	3	3012	010	98598	SR 3012 over Tributary to Middle	U	BRDG	2021									185	40,000		40,000							40,000	
Snyder	3	3012	010	98598	SR 3012 over Tributary to Middle	R	BRDG	2020			185	25,000		25,000													25,000	
Snyder	3	3012	010	98598	SR 3012 over Tributary to Middle	C	BRDG	2021									185	150,000		150,000							150,000	01/14/2021 E
Snyder	3	4003	008	94710	Snyder County Membrane Group	C	BRDG	2017			185	125,000		125,000													125,000	04/20/2017 E
Snyder	3	4008	020	99245	SR 4003 to SR 4006	P	HRST	2025															581	200,000		200,000	200,000	
Snyder	3	4008	020	99245	SR 4003 to SR 4006	F	HRST	2025															581	200,000		200,000	200,000	
Snyder	3	4008	020	99245	SR 4003 to SR 4006	C	HRST	2025															581	2,500,000		2,500,000	2,500,000	01/09/2025 E
Snyder	3	4012	035	94712	Snyder County Membrane Group	C	BRDG	2017			185	225,000		225,000													225,000	04/20/2017 E
Snyder	3	4016	002	98661	SR 4016 over Tributary to N Bran	F	BRDG	2018			185	25,000		25,000													25,000	11/01/2018 E
Snyder	3	4016	002	98661	SR 4016 over Tributary to N Bran	U	BRDG	2019			185	35,000		35,000													35,000	10/01/2018 E
Snyder	3	4016	002	98661	SR 4016 over Tributary to N Bran	R	BRDG	2018			185	25,000		25,000													25,000	
Snyder	3	4016	002	98661	SR 4016 over Tributary to N Bran	C	BRDG	2019			185	150,000		150,000													150,000	01/17/2019 E
Totals for: Snyder										12,415,000		88,395,239	52,000	100,862,239		7,301,739		198,181,884		205,483,623		2,650,000		6,500,000		9,150,000	315,495,862	
Union	3		LBR	72351	T-321 over Sweitzers Run	P	BRDG	2017	STP	64,000	183	12,000	4,000	80,000													80,000	07/01/2019 E
Union	3		LBR	72351	T-321 over Sweitzers Run	F	BRDG	2019	BOF	96,000	183	18,000	6,000	120,000													120,000	07/01/2020 E
Union	3		LBR	72351	T-321 over Sweitzers Run	U	BRDG	2020	BOF	16,000	183	3,000	1,000	20,000													20,000	06/01/2020 E
Union	3		LBR	72351	T-321 over Sweitzers Run	R	BRDG	2020	BOF	16,000	183	3,000	1,000	20,000													20,000	
Union	3		LBR	72351	T-321 over Sweitzers Run	C	BRDG	2021							BOF	1,040,000	183	195,000	65,000	1,300,000							1,300,000	01/14/2021 E
Union	3		LBR	72354	T-383 over Rapid Run	F	BRDG	2018	BOF	96,000	183	18,000	6,000	120,000													120,000	07/01/2021 E
Union	3		LBR	72354	T-383 over Rapid Run	U	BRDG	2020	BOF	20,000	183	3,750	1,250	25,000													25,000	06/01/2021 E
Union	3		LBR	72354	T-383 over Rapid Run	R	BRDG	2020	BOF	48,000	183	9,000	3,000	60,000													60,000	
Union	3		LBR	72354	T-383 over Rapid Run	C	BRDG	2022							BOF	1,200,000	183	225,000	75,000	1,500,000							1,500,000	01/13/2022 E

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Union	3		LBR	7498	T-309 over Penns Creek	C	BRDG	2017	BOF	342,000	183	105,000	3,500	450,500													450,500	05/19/2016 E
Union	3		LBR	7498	T-309 over Penns Creek	C	BRDG	2017	STP	218,000				218,000													218,000	05/19/2016 E
Union	3		LBR	93615	T-359 over North Branch of Buffa	F	BRDG	2017	STP	96,000	183	18,000	6,000	120,000													120,000	11/01/2017 E
Union	3		LBR	93615	T-359 over North Branch of Buffa	U	BRDG	2017	BOF	16,000	183	3,000	1,000	20,000													20,000	10/01/2017 E
Union	3		LBR	93615	T-359 over North Branch of Buffa	R	BRDG	2017	STP	16,000	183	3,000	1,000	20,000													20,000	
Union	3		LBR	93615	T-359 over North Branch of Buffa	C	BRDG	2018	BOF	1,120,000	183	210,000	70,000	1,400,000													1,400,000	01/18/2018 E
Union	3	15	158	99242	US15 North Bound Lane Soil Slid	F	HCON	2018			581	60,000		60,000													60,000	01/01/2018 E
Union	3	15	158	99242	US15 North Bound Lane Soil Slid	U	HCON	2018			581	35,000		35,000													35,000	12/01/2017 E
Union	3	15	158	99242	US15 North Bound Lane Soil Slid	R	HCON	2018			581	35,000		35,000													35,000	
Union	3	15	158	99242	US15 North Bound Lane Soil Slid	C	HCON	2019			581	400,000		400,000													400,000	03/01/2018 E
Union	3	15	88B	76398	CSVT North Section	C	HCON	2017			581	20,000,000		20,000,000													20,000,000	08/25/2016 E
Union	3	15	88C	76400	CSVT Paving North Section	C	HCON	2018			581	27,012,211		27,012,211													27,012,211	08/01/2018 E
Union	3	15	88J	105930	CSVT Winfield Interchange	C	HCON	2017			581	43,709,080		43,709,080													43,709,080	03/09/2017 E
Union	3	15	M55	87968	US 15 from Abbey Ln to SR 192	F	HRST	2017			581	15,000		15,000													15,000	03/04/2016 A
Union	3	15	M55	87968	US 15 from Abbey Ln to SR 192	C	HRST	2017			581	1,000,000		1,000,000													1,000,000	04/07/2016 E
Union	3	15	M56	87972	US 15 from Pine Ridge Rd to Abb	F	HRST	2017			581	15,000		15,000													15,000	03/04/2016 A
Union	3	15	M56	87972	US 15 from Pine Ridge Rd to Abb	C	HRST	2017			581	875,000		875,000													875,000	04/07/2016 E
Union	3	44	052	94711	Union County Membrane Group #	C	BRDG	2017			185	125,000		125,000													125,000	04/20/2017 E
Union	3	80	121	97540	Mile Run to SR 1010	F	HRST	2021									581	150,000		150,000							150,000	
Union	3	80	121	97540	Mile Run to SR 1010	+C	HRST	2022							NHPP	8,951,848				8,951,848							8,951,848	01/13/2022 E
Union	3	80	130	97560	Mile Run to SR 1010 WB	+C	HRST	2017	NHPP	600,000				600,000													600,000	01/26/2017 E
Union	3	80	139	98685	I-80 West Bound Lane over SR 10	P	BRDG	2018	NHPP	250,000				250,000													250,000	06/01/2018 E
Union	3	80	139	98685	I-80 West Bound Lane over SR 10	+F	BRDG	2019	NHPP	150,000				150,000													150,000	08/01/2019 E
Union	3	80	139	98685	I-80 West Bound Lane over SR 10	+U	BRDG	2019	NHPP	400,000				400,000													400,000	07/01/2019 E
Union	3	80	139	98685	I-80 West Bound Lane over SR 10	+R	BRDG	2019	NHPP	15,000				15,000													15,000	
Union	3	80	139	98685	I-80 West Bound Lane over SR 10	+C	BRDG	2020	NHPP	1,020,000				1,020,000													1,020,000	10/01/2019 E
Union	3	80	139	98685	I-80 West Bound Lane over SR 10	+C	BRDG	2021							NHPP	519,713				519,713							519,713	10/01/2019 E
Union	3	80	152	105514	I-80 West Bound Lane from Mile	P	HRST	2025															581	200,000		200,000	200,000	
Union	3	80	152	105514	I-80 West Bound Lane from Mile	F	HRST	2025															581	150,000		150,000	150,000	
Union	3	80	152	105514	I-80 West Bound Lane from Mile	+C	HRST	2025													NHPP	5,225,392				5,225,392	5,225,392	01/09/2025 E
Union	3	235	017	93646	SR 235 over Tributary to Laurel R	F	BRDG	2018			185	20,000		20,000													20,000	08/01/2018 E
Union	3	235	017	93646	SR 235 over Tributary to Laurel R	U	BRDG	2019			185	80,000		80,000													80,000	07/01/2018 E
Union	3	235	017	93646	SR 235 over Tributary to Laurel R	R	BRDG	2018			185	50,000		50,000													50,000	
Union	3	235	017	93646	SR 235 over Tributary to Laurel R	C	BRDG	2019			185	150,000		150,000													150,000	10/01/2018 E
Union	3	304	016	98903	Front St to Stein Ln	P	HRST	2025															581	50,000		50,000	50,000	
Union	3	304	016	98903	Front St to Stein Ln	F	HRST	2025															581	50,000		50,000	50,000	
Union	3	304	016	98903	Front St to Stein Ln	+C	HRST	2025													STP	1,400,000				1,400,000	1,400,000	01/09/2025 E
Union	3	1003	032	98755	SR 1003 over Tributary to Little E	P	BRDG	2018			185	40,000		40,000													40,000	07/01/2019 E
Union	3	1003	032	98755	SR 1003 over Tributary to Little E	F	BRDG	2020			185	25,000		25,000													25,000	07/01/2020 E
Union	3	1003	032	98755	SR 1003 over Tributary to Little E	U	BRDG	2021									185	50,000		50,000							50,000	06/01/2020 E
Union	3	1003	032	98755	SR 1003 over Tributary to Litttle E	R	BRDG	2020			185	25,000		25,000													25,000	
Union	3	1003	032	98755	SR 1003 over Tributary to Little E	C	BRDG	2021									185	150,000		150,000							150,000	01/14/2021 E
Union	3	1003	033	98772	SR 1003 over Tributary to Little B	P	BRDG	2019			185	40,000		40,000													40,000	07/01/2020 E
Union	3	1003	033	98772	SR 1003 over Tributary to Little B	F	BRDG	2021									185	35,000		35,000							35,000	07/01/2021 E
Union	3	1003	033	98772	SR 1003 over Tributary to Little B	U	BRDG	2022									185	35,000		35,000							35,000	06/01/2021 E
Union	3	1003	033	98772	SR 1003 over Tributary to Little B	R	BRDG	2021									185	25,000		25,000							25,000	
Union	3	1003	033	98772	SR 1003 over Tributary to Little B	C	BRDG	2022									185	165,000		165,000							165,000	01/13/2022 E
Union	3	1008	007	102941	SR 1008 from Commerce Park Dr	F	HRST	2018			581	10,000		10,000													10,000	
Union	3	1008	09R	106128	Union Co Industrial Corridor RRX	C	SAMI	2018	RRX	576,800				576,800													576,800	01/11/2018 E
Union	3	1011	020	99249	SR 1011 from High St to SR 1010	F	HRST	2019			581	20,000		20,000													20,000	
Union	3	1011	021	99141	SR 1011 over Tributary to Susque	+P	BRDG	2022							STP	250,000				250,000							250,000	
Union	3	1011	021	99141	SR 1011 over Tributary to Susque	+F	BRDG	2024							STP	100,000				100,000							100,000	

									First Four Years						Second Four Years						Third Four Years							
County	District	S.R.	Sec.	Project	Project Title	Ph	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Union	3	1011	021	99141	SR 1011 over Tributary to Susque	+U	BRDG	2024							STP	50,000				50,000							50,000	
Union	3	1011	021	99141	SR 1011 over Tributary to Susque	+R	BRDG	2024							STP	40,000				40,000							40,000	
Union	3	1011	021	99141	SR 1011 over Tributary to Susque	+C	BRDG	2025													STP	4,000,000				4,000,000	4,000,000	01/09/2025 E
Union	3	1011	022	78979	SR 1011 over White Deer Creek	+P	BRDG	2018	STP	150,000				150,000													150,000	06/01/2019 E
Union	3	1011	022	78979	SR 1011 over White Deer Creek	+F	BRDG	2020	STP	100,000				100,000													100,000	07/01/2020 E
Union	3	1011	022	78979	SR 1011 over White Deer Creek	+U	BRDG	2020	STP	300,000				300,000													300,000	06/01/2020 E
Union	3	1011	022	78979	SR 1011 over White Deer Creek	+R	BRDG	2020	STP	50,000				50,000													50,000	
Union	3	1011	022	78979	SR 1011 over White Deer Creek	+C	BRDG	2021							STP	919,319				919,319							919,319	01/12/2023 E
Union	3	1014	012	98777	SR 1014 over South Creek	P	BRDG	2020			185	40,000		40,000													40,000	
Union	3	1014	012	98777	SR 1014 over South Creek	F	BRDG	2022									185	35,000		35,000							35,000	
Union	3	1014	012	98777	SR 1014 over South Creek	U	BRDG	2023									185	40,000		40,000							40,000	
Union	3	1014	012	98777	SR 1014 over South Creek	R	BRDG	2022									185	35,000		35,000							35,000	
Union	3	1014	012	98777	SR 1014 over South Creek	C	BRDG	2023									185	200,000		200,000							200,000	01/12/2023 E
Union	3	2001	011	88025	SR 2001 over Beaver Run	C	BRDG	2017			185	48,125		48,125													48,125	02/04/2016 A
Union	3	2003	012	98786	SR 2003 over Tributary to Buffalo	P	BRDG	2020			185	40,000		40,000													40,000	
Union	3	2003	012	98786	SR 2003 over Tributary to Buffalo	F	BRDG	2022									185	35,000		35,000							35,000	
Union	3	2003	012	98786	SR 2003 over Tributary to Buffalo	U	BRDG	2023									185	50,000		50,000							50,000	
Union	3	2003	012	98786	SR 2003 over Tributary to Buffalo	R	BRDG	2022									185	35,000		35,000							35,000	
Union	3	2003	012	98786	SR 2003 over Tributary to Buffalo	C	BRDG	2023									185	200,000		200,000							200,000	01/12/2023 E
Union	3	2004	008	102942	SR 2004 from SR 304 to Brouse R	F	HRST	2017			581	10,000		10,000													10,000	
Union	3	2004	008	102942	SR 2004 from SR 304 to Brouse R	C	HRST	2018			581	1,100,000		1,100,000													1,100,000	01/18/2018 E
Union	3	2009	008	93614	SR 2009 over Tributary to Winfiel	C	BRDG	2017			185	150,000		150,000													150,000	01/12/2017 E
Union	3	3001	010	93644	SR 3001 over Tributary to Penns C	F	BRDG	2019			185	20,000		20,000													20,000	07/01/2019 E
Union	3	3001	010	93644	SR 3001 over Tributary to Penns C	U	BRDG	2020			185	30,000		30,000													30,000	06/01/2019 E
Union	3	3001	010	93644	SR 3001 over Tributary to Penns C	R	BRDG	2019			185	25,000		25,000													25,000	
Union	3	3001	010	93644	SR 3001 over Tributary to Penns C	C	BRDG	2020			185	75,000		75,000													75,000	09/01/2019 E
Union	3	3001	010	93644	SR 3001 over Tributary to Penns C	C	BRDG	2021									185	75,000		75,000							75,000	09/01/2019 E
Union	3	3002	012	93610	SR 3002 over Tributary to Whiteh	C	BRDG	2017			185	150,000		150,000													150,000	12/15/2016 E
Union	3	3003	022	97744	SR 3003 from SR 45 to SR 3005	C	HRST	2018			581	400,000		400,000													400,000	07/01/2017 E
Union	3	3004	016	7427	SR 3004 over Cedar Run	U	BRDG	2018			185	50,000		50,000													50,000	07/05/2017 E
Union	3	3004	016	7427	SR 3004 over Cedar Run	R	BRDG	2017			185	30,000		30,000													30,000	
Union	3	3004	016	7427	SR 3004 over Cedar Run	C	BRDG	2018			185	150,000		150,000													150,000	10/05/2017 E
Union	3	3005	014	93529	SR 3005 over Tributary to Buffalo	U	BRDG	2018			185	60,000		60,000													60,000	07/05/2017 E
Union	3	3005	014	93529	SR 3005 over Tributary to Buffalo	R	BRDG	2017			185	30,000		30,000													30,000	
Union	3	3005	014	93529	SR 3005 over Tributary to Buffalo	C	BRDG	2018			185	150,000		150,000													150,000	10/05/2017 E
					Totals for: Union					5,775,800		96,705,166	103,750	102,584,716		13,070,880		1,735,000	140,000	14,945,880		10,625,392		450,000		11,075,392	128,605,988	
					Overall Totals:					122,760,800		292,103,000	406,443	415,270,243		120,914,000		290,962,936	272,218	412,149,154		119,504,000		95,163,000	284,025	214,951,025	1,042,370,422	

*** Includes Conversion Amount** **+ Indicates phase qualifies for TOLL funds** **^PE-NEPA, FD-PSE CO, UTL-FnL UTL Clr, ROW-Cond ROW, CON-Let**

Appendix G SEDA-COG MPO Performance Measures Report

SEDA-COG Metropolitan Planning Organization

Long Range Transportation Plan

Regional Performance Measures Report

April 2016

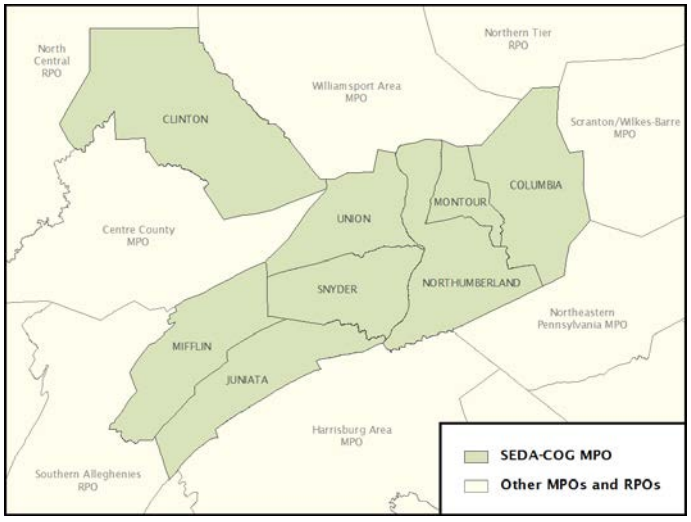
INTRODUCTION

The SEDA-COG Metropolitan Planning Organization (MPO) adopted the region's Long Range Transportation Plan in December 2011, while functioning as a Rural Planning Organization (RPO) at that time. The Long Range Transportation Plan (LRTP) is a comprehensive blueprint that identifies important regional policies and planning objectives to maintain the region's infrastructure and promote a sustainable future. Consistent with the LRTP's Plan Assessment section, SEDA-COG staff is committed to annually tracking and reporting on the performance measures included in the Plan. These performance measures are designed to examine the condition of our transportation system and gauge the effectiveness of the strategies developed for implementation. In future comprehensive LRTP updates, the Plan will include a review of the strategies implemented, what the relevant performance measures indicate about the effectiveness of those strategies, and any changes or future steps that are warranted. The intent is that this report and the annual performance measures updates until the next LRTP update will provide a baseline for directing future strategy development.

Meaningful, reliable, and easy-to-replicate data are used to track the region's progress towards the goals of the LRTP, and data are compiled in annual spreadsheets to generate the report information and charts. Regional performance measures can highlight successful programs and identify which programs should be reviewed for effectiveness – something that has been strongly advocated by PennDOT and local officials for a more outcome-based approach to transportation planning. SEDA-COG LRTP performance measures were developed under SAFETEA-LU Federal transportation authorizing legislation. A successor bill known as MAP-21 was enacted in July 2012, and it called for the establishment of a performance-based planning process tied to targets that address national performance measures established by the Secretary of Transportation. Performance measures guidance is still being formulated by the U.S. Department of Transportation, with comment periods on the proposed rulemakings continuing throughout 2016. Some changes have been made to the traffic fatalities measure in this report to reflect the proposed safety measures. Sections affected by other proposed rulemakings concerning the NHPP and CMAQ programs will be addressed in future iterations of this report, as appropriate.

COVERAGE AREA

The coverage area for the reporting includes the eight (8) counties in the SEDA-COG Metropolitan Planning Organization: Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, and Union. The statistics are largely shown as aggregate regional figures, but most of the data elements can also be extracted at county or PennDOT District levels.

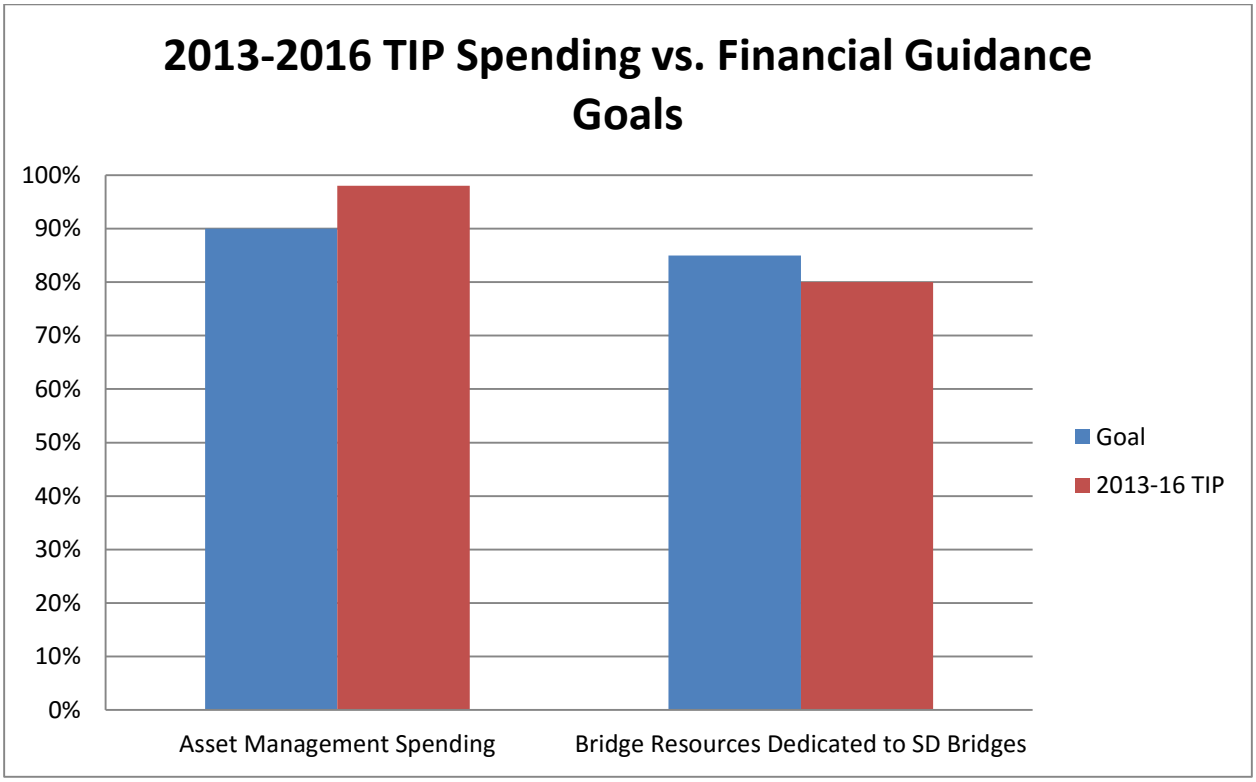


PERFORMANCE MEASURES

Spending Guidelines for Preservation and SD Bridge Use:

The General and Procedural Guidance for the 2013-2016 Transportation Improvement Program (TIP) identified specific goals for system preservation, recommending that 90% of the available resources be directed to system preservation as opposed to new capacity projects, and that 85% of the bridge resources be allocated to bridges classified as structurally deficient. **Figure 1** shows the spending levels on the 2013-2016 TIP as of February 2013, compared to these goals.

Figure 1



Source: PennDOT MPMS TIP 200 Report [4/13/13] and MPMSProjectsView shapefile [2/5/13]

Projects through LPN Process:

Since use of the Linking Planning and NEPA (LPN) screening form process did not commence in earnest until developing projects for the 2013 TIP, LPN screening forms mostly started during 2012, with only 1 form begun in 2011 as part of the LRTP analysis. LPN form activity slowed considerably during 2013. However, the number of forms created and processed ramped up again in 2014 as part of the 2015 TIP development and will increase again in 2016 as part of the 2017 TIP development, since new projects added to the TIP require Level 2 screening forms. **Table 1** on the following page provides a breakdown of LPN screening forms across all levels by year of creation.

Table 1

	2011	2012	2013	2014	2015
Level 2 Forms Marked on LRTP/TIP		51	3		
Level 2 Forms Recommended to LRTP/TIP	1	57	3		
Level 2 Forms Marked as Draft		56	17	47	9
Level 2 Forms Marked as Awaiting Review		2	2	60	1
Level 1 Forms Created		13	6		
Total Number of LPN Forms	1	179	31	107	

Source: PennDOT Linking Planning and NEPA Screening Forms System

Projects with Defined Context in Inventory from All Sources:

In selecting the existing and future land use context in the transportation problem study area, LPN screening form preparers can choose from: Rural, Suburban Neighborhood, Suburban Corridor, Suburban Center, Town/Village Neighborhood, Town Center, Urban Core, and Transition Area (these contexts are defined and illustrated in PennDOT's Smart Transportation Guidebook). Land use context determinations are only included as part of Level 2 screening forms, and some Draft or Awaiting Review forms may not have selections made until they're recommended or added to the LRTP/TIP. **Table 2** below provides a breakdown of LPN screening forms with defined land use contexts by year of creation.

Table 2

	2011	2012	2013	2014	2015
Level 2 Forms Marked on LRTP/TIP		49	3		
Level 2 Forms Recommended to LRTP/TIP	1	57	3		
Level 2 Forms Marked as Draft		18	14	29	
Level 2 Forms Marked as Awaiting Review		2	2	60	1
Total Number of LPN Forms with Defined Contexts	1	126	22	89	

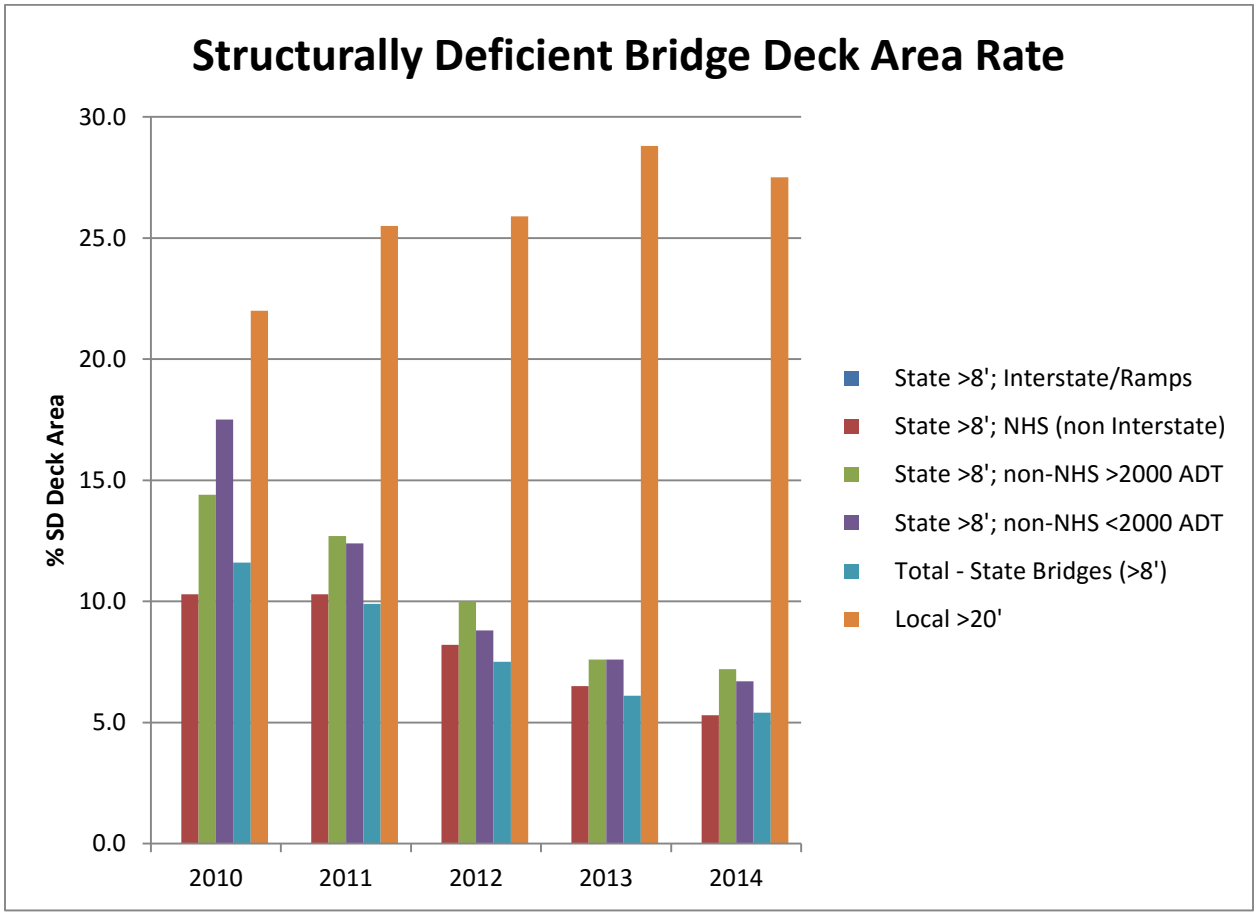
Source: PennDOT Linking Planning and NEPA Screening Forms System

SD Bridge Rate:

PennDOT measures condition of a bridge structure by whether it is structurally deficient. In its Bridge Inspection Terminology document, PennDOT defines structurally deficient as an indication of bridge's overall status in terms of structural soundness and ability to service traveling public. "SD" indicates that the bridge has deterioration to one or more of its major components. PennDOT quantifies structurally deficient bridges in two ways: first by the number of bridges rated by SD, and second, by the total square feet of deck area within bridges that are rated SD.

PennDOT provides an annual report on the condition of bridges within the SEDA-COG region. **Figure 2** below shows the percentage of total deck area that is structurally deficient by business plan network from the 2010, 2011, 2012, 2013, and 2014 reports. For all categories except Interstates and State >8'; non-NHS <2000 ADT, the current percentage of SD Deck area exceeds the long range goal established by PennDOT as part of the asset maintenance program. However, between the 2013 and 2014 reports, the SD rates fell for all categories.

Figure 2

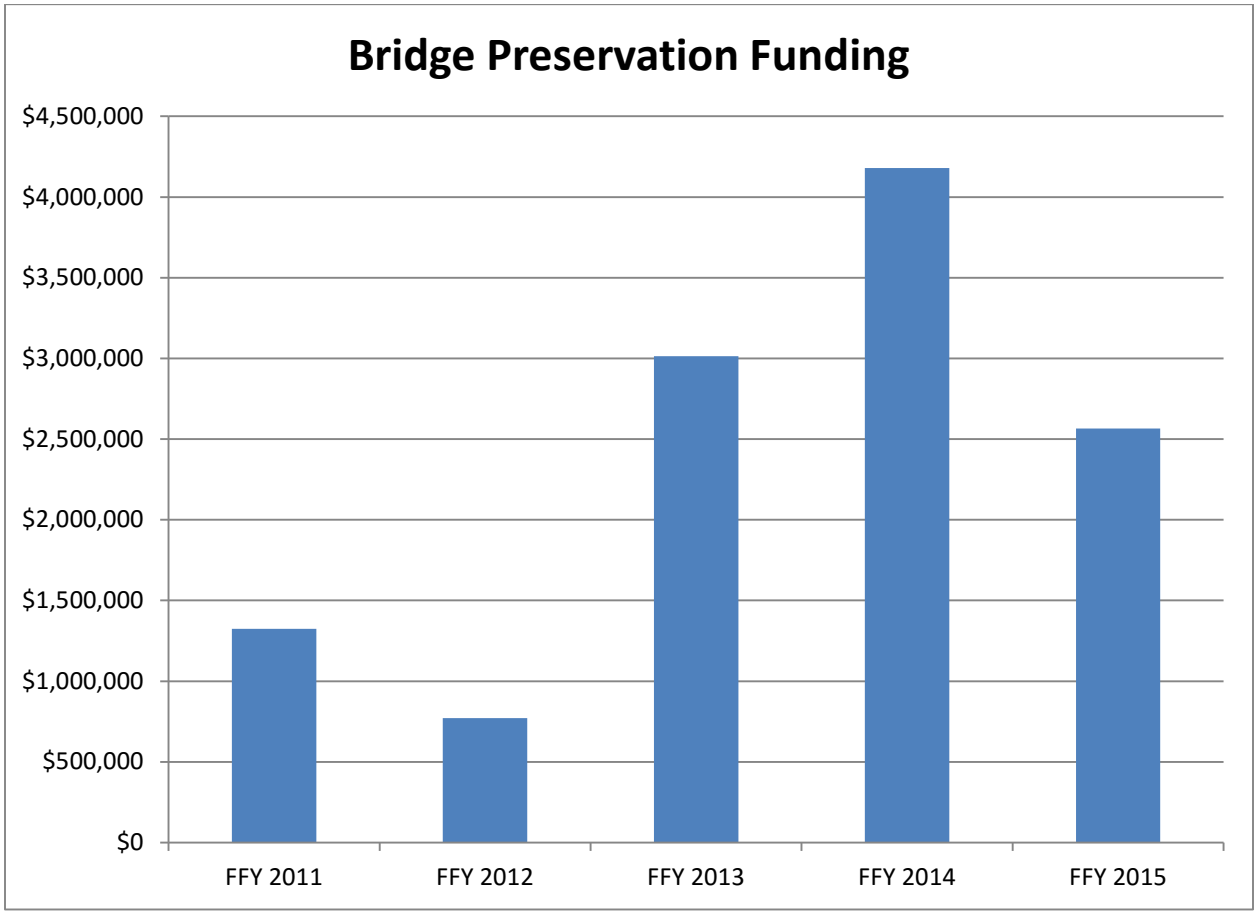


Source: PennDOT Performance Measures Annual Reports

Bridge Preservation Funding:

Programming bridge improvements requires a balanced approach, mixing rehabilitation, preservation and replacement efforts to get the maximum service life out of every structure and satisfy mobility needs. Since high-cost bridge replacements can be a major drain on limited TIP funding, it is critical to make investments in low-cost preservation activities that extend the structure life and keep our good bridges good. Line items can be a useful tool for dedicating funds toward bridge preservation activities. **Figure 3** below compares bridge preservation funding for projects with let dates in FFY 2011, FFY 2012, FFY 2013, FFY 2014, and FFY 2015.

Figure 3



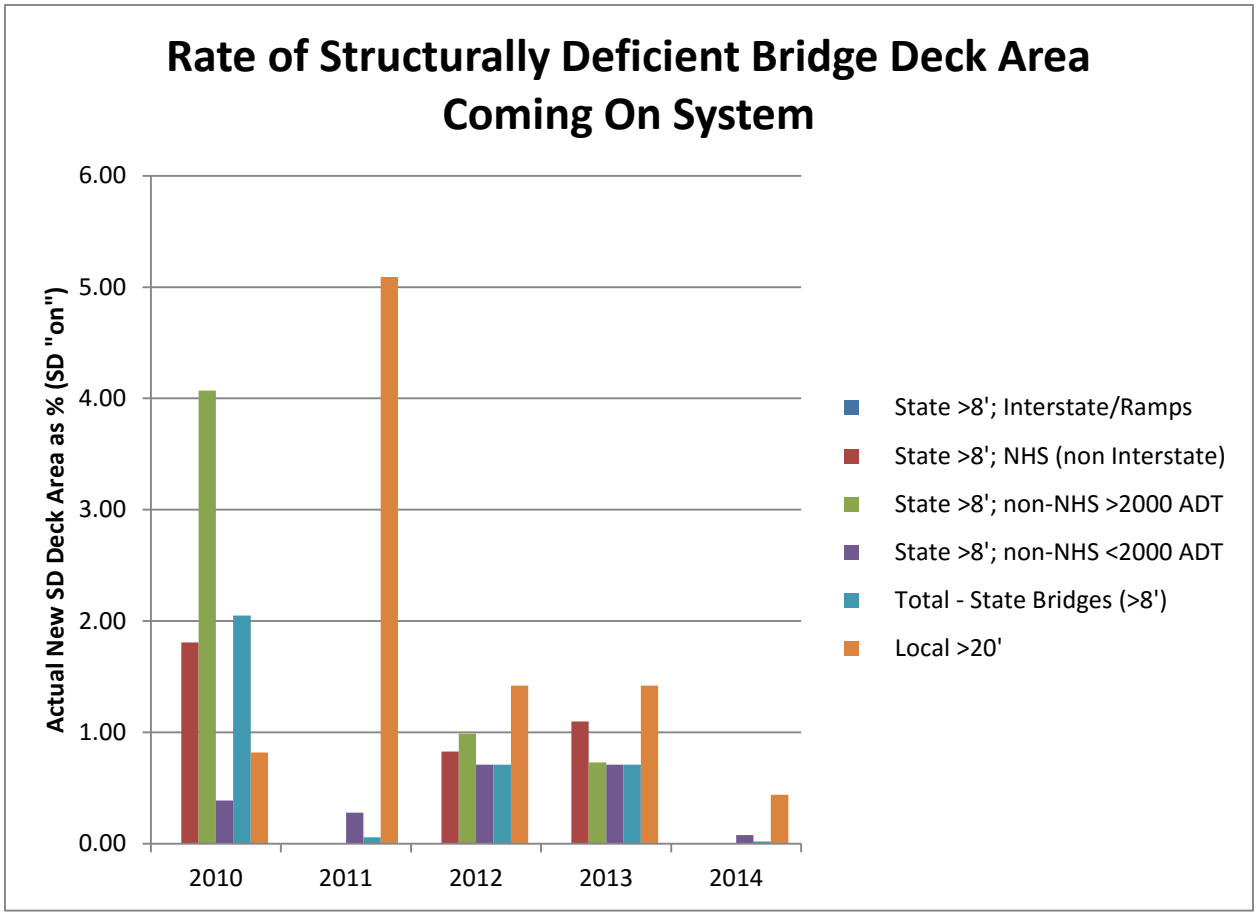
Source: PennDOT MPMS Bridge Program Reports #HWY023

Rate of SD Coming on System:

Figure 4 below compares the rate of change in SD deck area for evaluating goals to reduce the rate of deterioration across the 2010, 2011, 2012, 2013, and 2014 PennDOT Performance Measures Annual Reports. The chart reflects the percentage of actual annual new SD deck area (SD "on") by network. The performance has fluctuated since 2010: three categories were at their optimum new SD on threshold in 2010; five categories were at their optimum threshold in 2011; two categories were at their

optimum threshold in 2012; three categories were at their optimum in 2013; and all six categories were at their optimum in 2014.

Figure 4

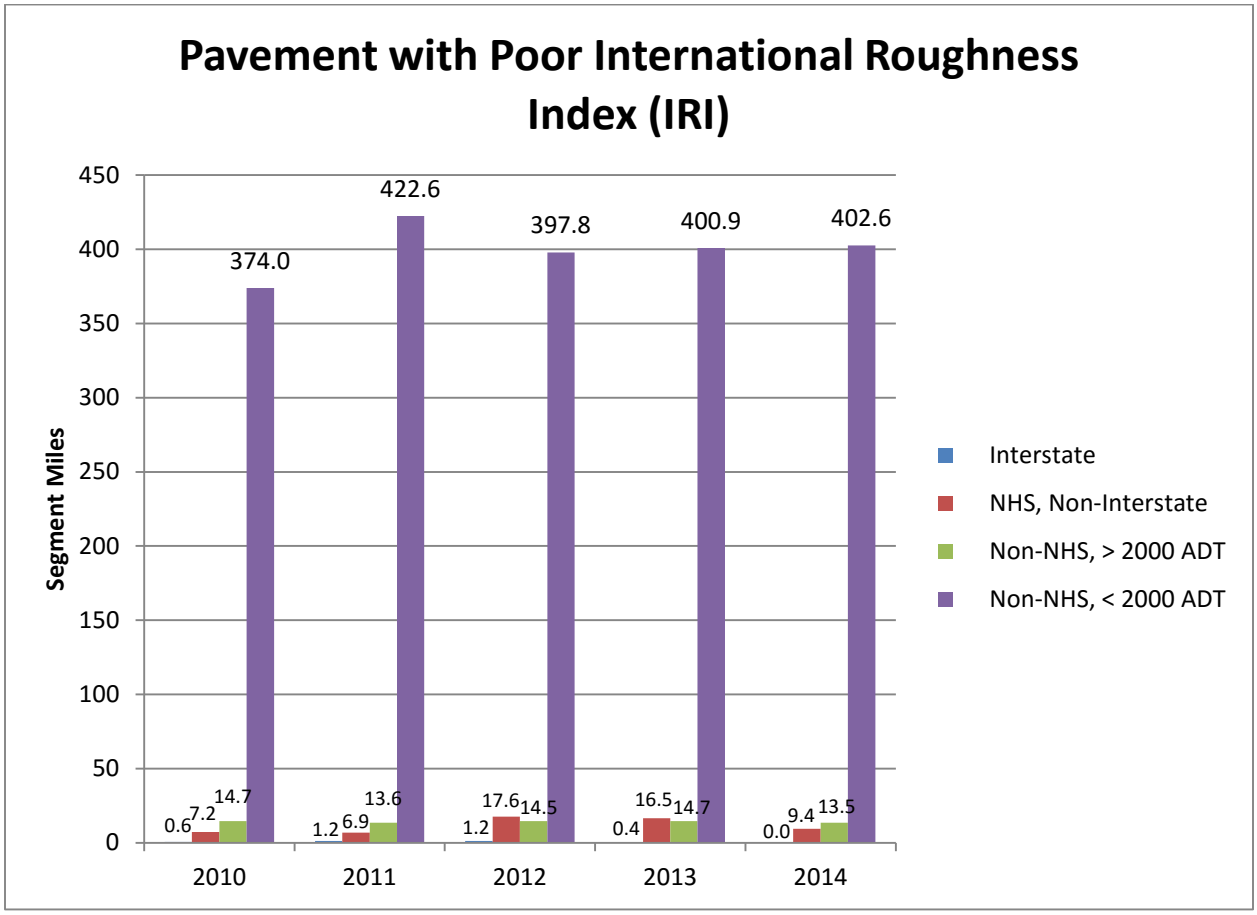


Source: PennDOT Performance Measures Annual Reports

Pavement with Poor IRI:

For pavements, a commonly accepted performance measure is the International Roughness Index (IRI). The IRI measures how the height of the roadway varies over a longitudinal distance, and correlates to the overall ride vibration level. Put more simply, it gives an indication of how rough the surface is. Motorists have higher expectations for major roads, so a roughness that may be rated "poor" on an Interstate may be found to be "fair" on a lower class of roadway. **Figure 5** below represents the segment miles by road network category rated as "poor" IRI from the 2010, 2011, 2012, 2013, and 2014 PennDOT Performance Measures Annual Reports.

Figure 5

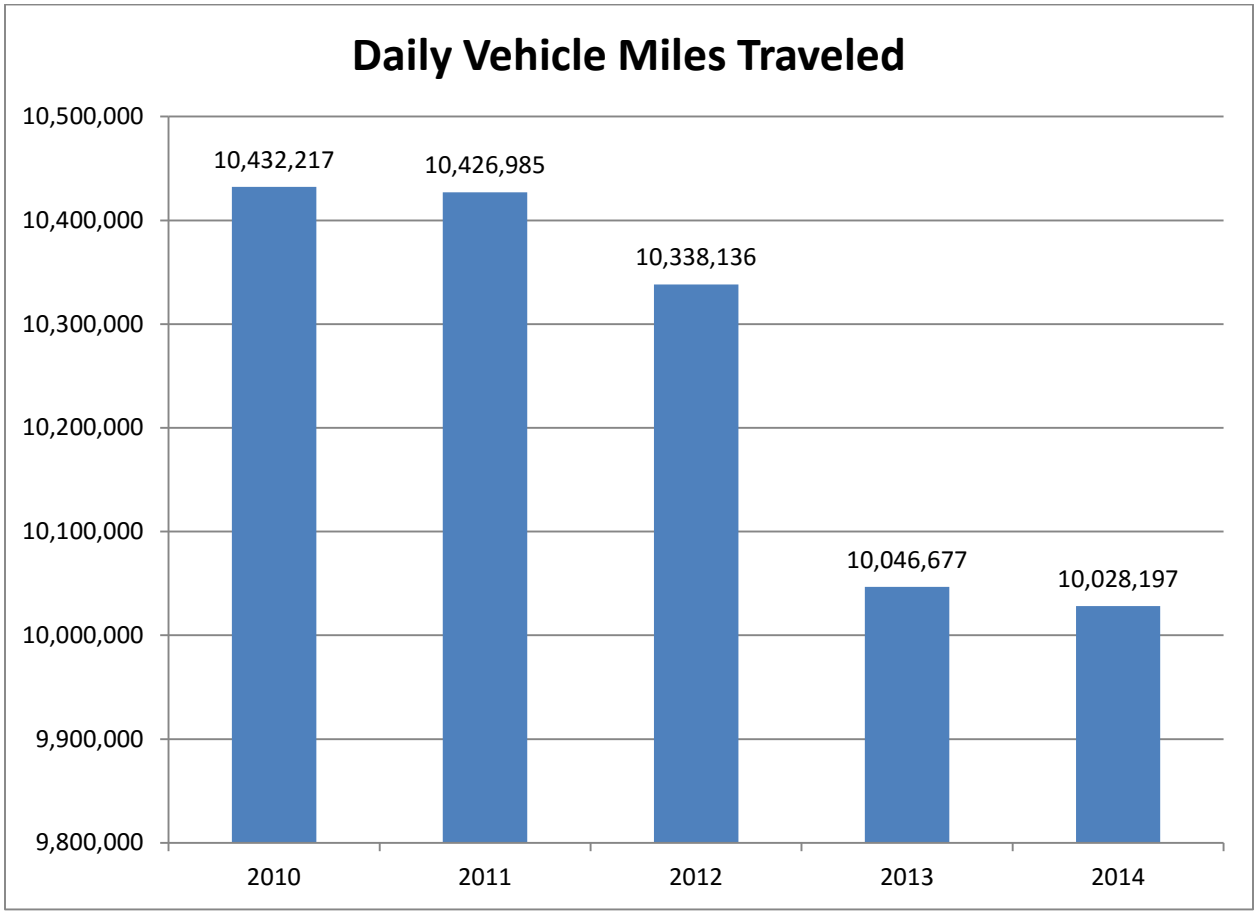


Source: PennDOT Performance Measures Annual Reports

DVMT:

The number of Daily Vehicle Miles Traveled (DVMT) has declined regionally over the past few years, perhaps due to lingering effects of the Great Recession, higher gas prices, and altered driving habits. **Figure 6** below represents the reduction in DVMT from 2010 through 2014. The rate of change over this 5-year period is -4%. As the economy improves, DVMT is expected to rebound and grow over the long term, especially due to increases in freight transportation. However, technological advancements, different driving preferences among Millenials, and other trends could curtail DVMT growth. The extent that the region is able to utilize more efficient vehicles, provide transportation alternatives, and slow the rate of DVMT growth, could help determine how sustainable the region will be in the future.

Figure 6

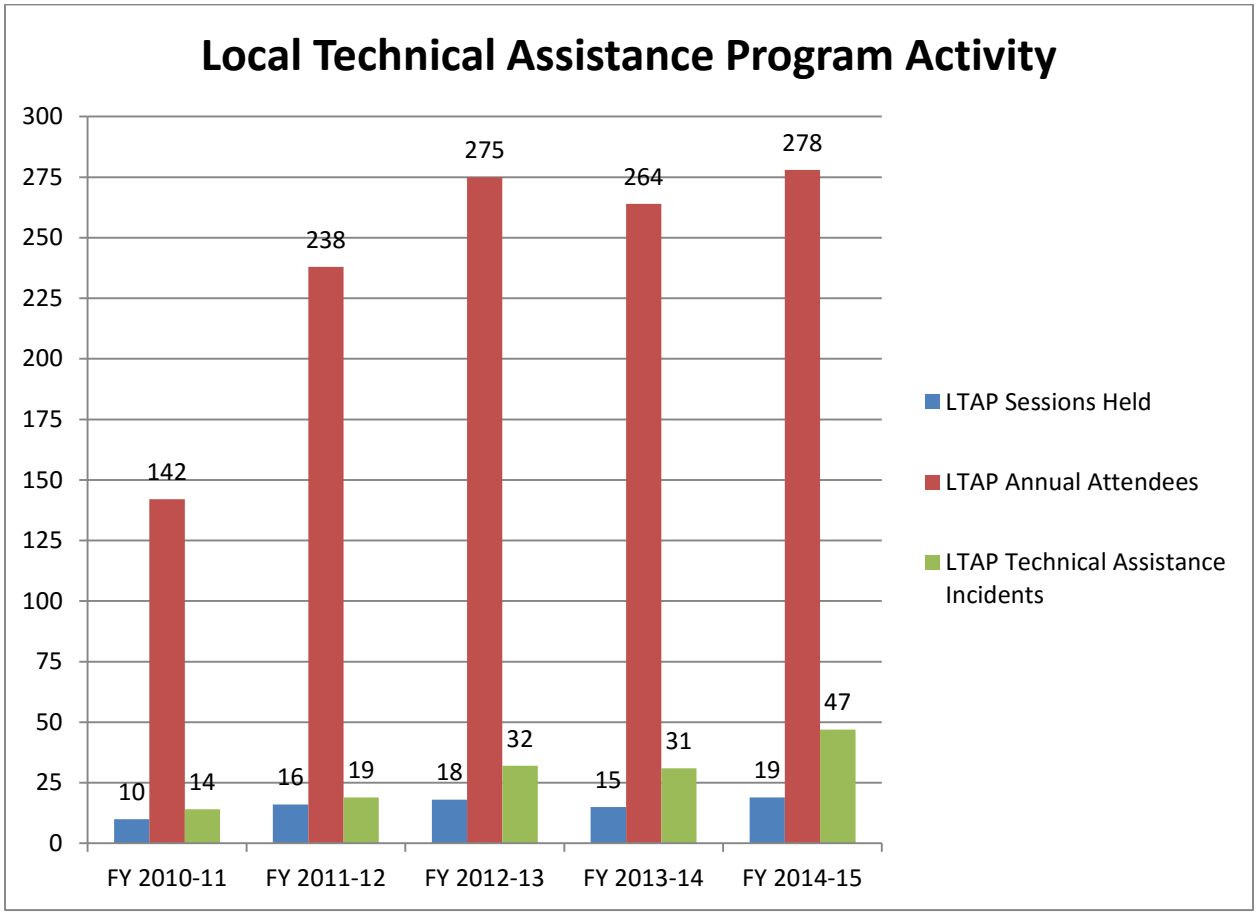


Source: PennDOT Highway Statistics Reports

LTAP Sessions Held / LTAP Annual Attendees / LTAP Technical Assistance Incidents:

SEDA-COG continues to be a strong partner in delivering and marketing the PennDOT Local Technical Assistance Program (LTAP). The SEDA-COG LTAP administrative area includes each of the 8 MPO counties, along with Centre County. SEDA-COG's LTAP activities are funded through the Unified Planning Work Program (UPWP). Thus, much of the LTAP reporting follows the State Fiscal Year (SFY), which runs from July 1 – June 30. In **Figure 7** below, the LTAP class numbers cover the five most recent State Fiscal Years, while the Technical Assistance numbers reflect the calendar year totals for the beginning year of the SFY. Since FY 2010-11 reporting, the number of LTAP class sessions held increased by 90%, the number of LTAP class attendees increased by 96%, and the number of LTAP technical assistance incidents increased by 236%.

Figure 7



Source: PennDOT LTAP Database

Miles of Pedestrian and Bicycle Facilities:

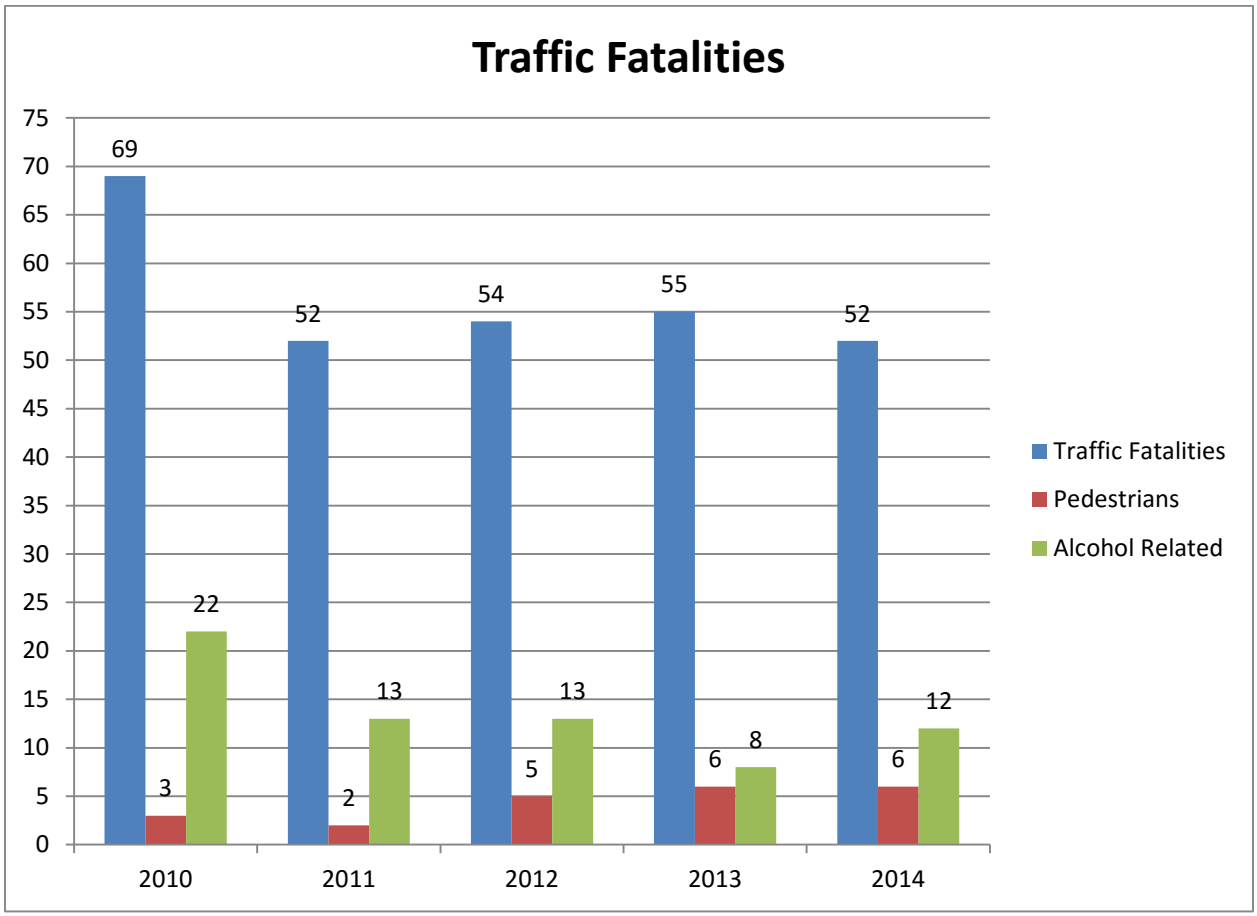
The pedestrian/bicycle facilities mileage included in the LRTP, which focused on rail trail and bike lane facilities greater than 2 miles in length (excluding trails solely for recreational purposes), was updated by SEDA-COG's GIS Specialist to limit long-distance trails to the portions falling within MPO counties. The resultant miles of pedestrian and bicycle facilities figure for the MPO region is 201.3, as of March 2015, an increase of 9.97 miles over the prior performance measures report (new miles include the Sunbury River Walk, et al.). The trail mileages are based on the 2014 version of the DCNR Trails Geodatabase and the SEDA-COG GIS Specialist's calculations for certain trails sponsored by area agencies. Several trail projects are planned or in development across the MPO. The inventory used for the mileage tracking will be modified as new data are provided by counties, municipalities, DCNR, PennDOT and others.

Traffic Fatalities:

Figure 8 below displays traffic fatalities data gathered from the Pennsylvania Crash Facts and Statistics Books from 2010, 2011, 2012, 2013, and 2014. From 2010 to 2014, the number of total fatalities in the SEDA-COG region dropped by 25%; pedestrian fatalities rose by 100%; and alcohol related fatalities

dropped by 45%. While some of this may be attributed to the overall drop in vehicle miles traveled, the decline in the fatalities rate appears to be dropping greater than daily vehicle miles traveled. Systematic low-cost safety improvements (e.g., rumble strips, tree removal, curve signs, paint markings, utility pole delineation, etc.) seem to be having a net positive effect throughout the region and state.

Figure 8



Source: Pennsylvania Crash Facts and Statistics Books

Table 3 below displays traffic fatalities data at the county level from 2010, 2011, 2012, 2013, and 2014. From 2010 to 2014, the number of total fatalities shrank or remained even in all counties except Clinton, and Montour; pedestrian fatalities rose in three counties; and alcohol related fatalities dropped or remained the same in all but two counties.

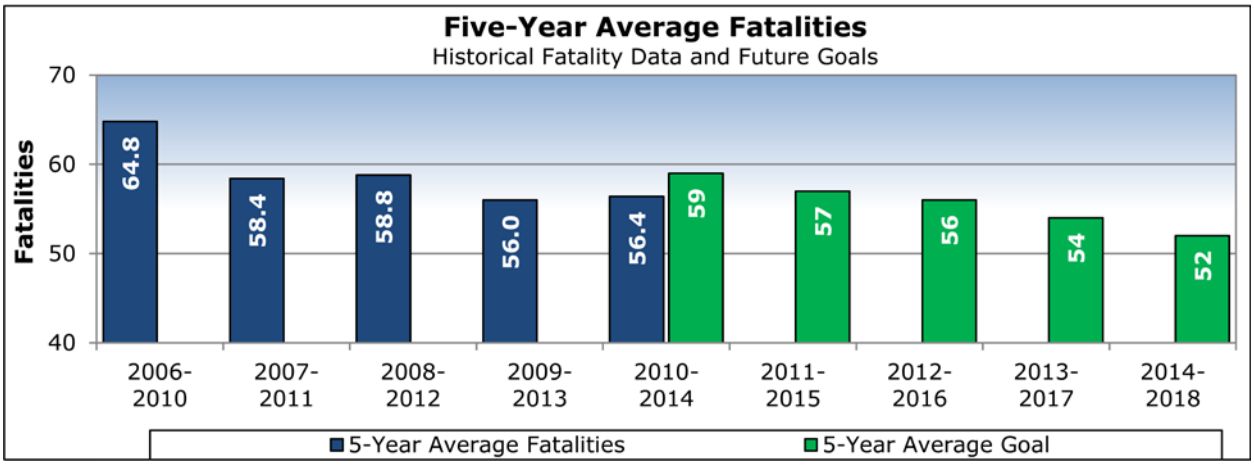
Table 3

	Total Traffic Fatalities					Pedestrian Fatalities					Alcohol Related Fatalities				
County	**2010**	**2011**	**2012**	**2013**	**2014**	**2010**	**2011**	**2012**	**2013**	**2014**	**2010**	**2011**	**2012**	**2013**	**2014**
Clinton	7	5	12	9	9	1	1	0	0	2	2	2	3	1	4
Columbia	17	12	9	6	11	0	0	1	0	0	7	3	2	2	3
Juniata	10	2	3	6	5	0	0	1	1	1	2	0	2	0	2
Mifflin	8	9	4	9	5	0	0	0	4	1	2	3	1	2	0
Montour	1	1	0	1	2	0	0	0	0	0	0	1	0	0	1
North'd	10	13	9	15	6	2	1	0	0	2	3	1	2	0	0
Snyder	9	5	8	4	7	0	0	2	1	0	3	1	0	2	0
Union	7	5	9	5	7	0	0	1	0	0	3	2	3	1	2

Source: Pennsylvania Crash Facts and Statistics Books

Since PennDOT focuses on and graphs fatality statistics as 5-year running averages for trend-based analysis, **Figure 9** is included below to reflect the region's past 5-year running average total fatalities, starting in 2006, and future fatality goals (goals are based on statewide goals). As evidenced on this figure, the total regional fatalities are trending downward.

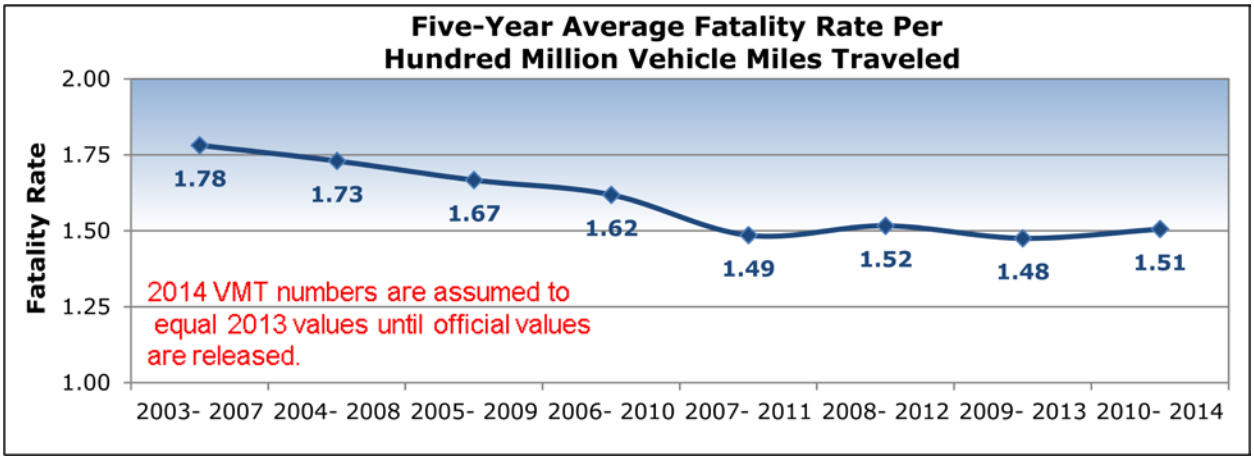
Figure 9



Source: PennDOT Highway Safety & Traffic Operations Division

Consistent with the MAP-21 proposed rulemaking for measuring safety performance, 5-year average fatality rate data for the region were requested from PennDOT. **Figure 10** below reflects the region's past 5-year average fatality rates (fatalities per 100 million vehicle miles traveled), from 2003 up through 2014. Although the regional fatality rate is trending downward, the regional rate remains higher than the statewide rate. It's expected that by March 2017, MPOs will need to establish targets for: serious injuries per 100 million vehicle miles traveled (VMT), fatalities per 100 million VMT, number of serious injuries, and number of fatalities.

Figure 10



Source: PennDOT Highway Safety & Traffic Operations Division

Plans/Updates Completed:

The SEDA-COG Long Range Transportation Plan included an inventory of known land use, transportation, economic development, and recreation/conservation/open space plans in the region. Staff has begun a similar inventory to track, on an ongoing basis, the number of transportation, comprehensive, greenway, or other plans completed with input and support from MPO staff. Staff input may involve providing data, performing technical reviews, serving on advisory committees, etc. For the performance measures annual report, the plans are only counted for the year of completion, not for each of the years in which staff may have participated. **Table 4** below lists the three completed plans from 2011, six completed plans from 2012, two completed plans from 2013, four completed plans from 2014, and three completed plans from 2015.

Table 4

Plan Name	County/Municipality	Year
North Central Pennsylvania Regional Public Transportation Needs Assessment	Columbia, Lycoming, Montour, Northumberland, Snyder, Union	2011
Lower Anthracite Heritage Regional Trail/Greenway Plan	14 municipalities from Columbia, Northumberland, Schuylkill	2011
SEDA-COG Comprehensive Economic Development Strategy (CEDS)	Centre, Clinton, Columbia, Juniata, Lycoming, Mifflin, Montour,	2011

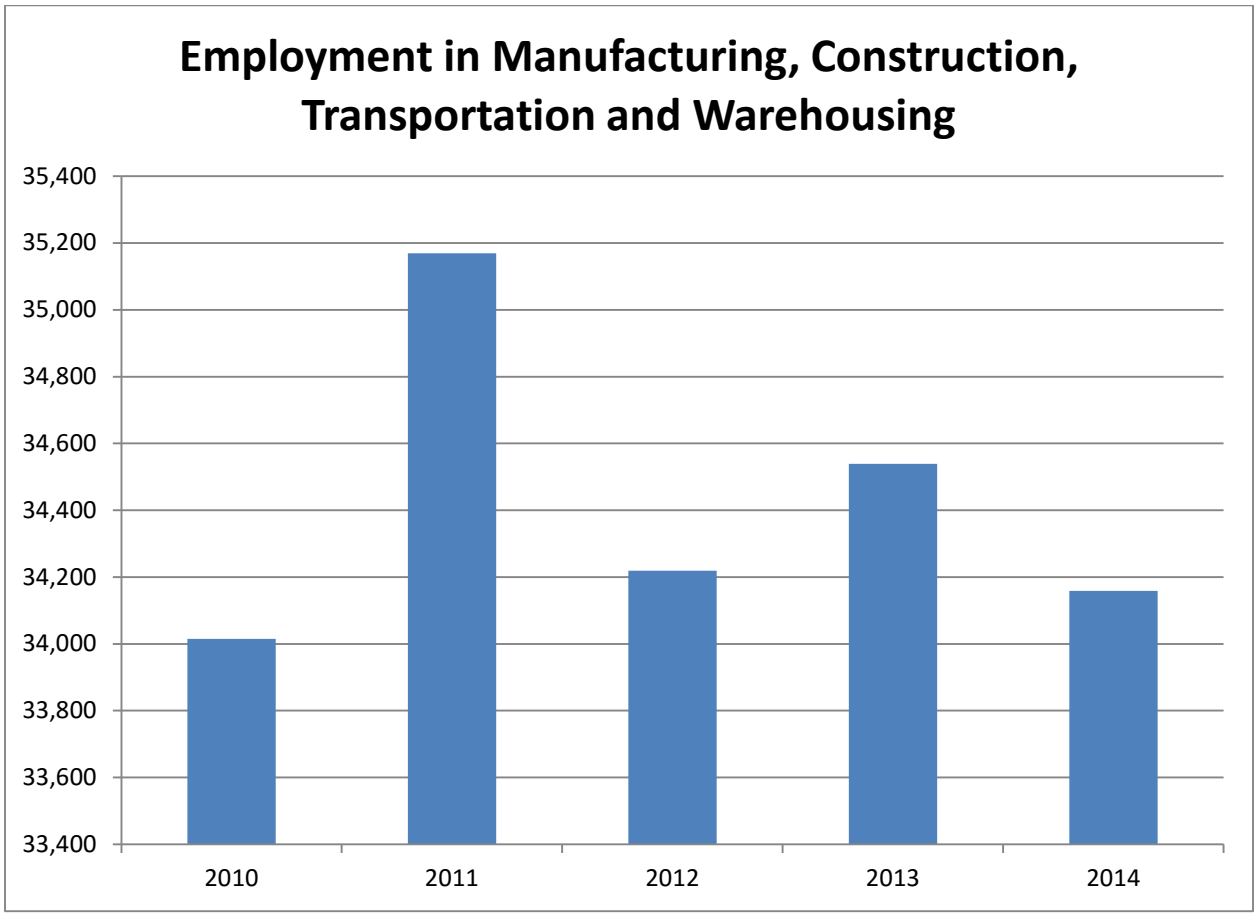
Plan Name	County/Municipality	Year
	Northumberland, Perry, Snyder, Union	
SEDA-COG Joint Rail Authority Strategic Plan	Blair, Centre, Clinton, Columbia, Lycoming, Mifflin, Montour, Northumberland, Union	2012
Danville Riverfront Master Plan	Borough of Danville	2012
US 15 Smart Transportation Corridor Improvement Plan (Smart Transportation/ PCTI Study)	East Buffalo Township and Lewisburg Borough	2012
Coming Together – Sunbury's Plan for the New City (Comprehensive Plan)	City of Sunbury	2012
SEDA-COG RPO Long Range Transportation Plan	Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, Union	2012
PennDOT LTAP Walkable Communities Program Plan	Borough of State College	2012
Lake Augusta Gateway Corridor Plan (Smart Transportation/PCTI study)	7 municipalities encompassing parts of Northumberland, Snyder, and Union	2013
PennDOT LTAP Local Safe Roads Communities Program Plan	Borough of Danville	2013
Mifflin County Comprehensive Plan	Mifflin	2014
Coordinated Public Transit-Human Services Transportation Plan for the SEDA-COG and Williamsport Area MPOs	Clinton, Columbia, Juniata, Lycoming, Mifflin, Montour, Northumberland, Snyder, Union	2014
Union/Snyder Transportation Alliance (USTA) Title VI & Limited English Proficiency Plan	Union, Snyder	2014
Lower Anthracite Transportation System Transit Development Plan	Portions of Northumberland	2014
SEDA-COG MPO Strategic Plan	Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, Union	2015
SEDA-COG MPO Public Participation Plan	Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, Union	2015
SEDA-COG Comprehensive Economic Development Strategy (CEDS)	Centre, Clinton, Columbia, Juniata, Lycoming, Mifflin, Montour, Northumberland, Perry, Snyder, Union	2015

Employment in Manufacturing, Construction, Transportation and Warehousing:

These sectors of the job market are viewed as dependent on efficient freight transportation. U.S. Census Bureau data can be used to identify where workers are employed and where they live with companion reports on worker characteristics and filtering by age, earnings, or industry groups. **Figure 11** below shows regional job figures, regardless of where workers live, from these sectors in 2010, 2011,

2012, 2013, and 2014. The number of jobs in these combined sectors increased by less than 1% from 2010 to 2014.

Figure 11

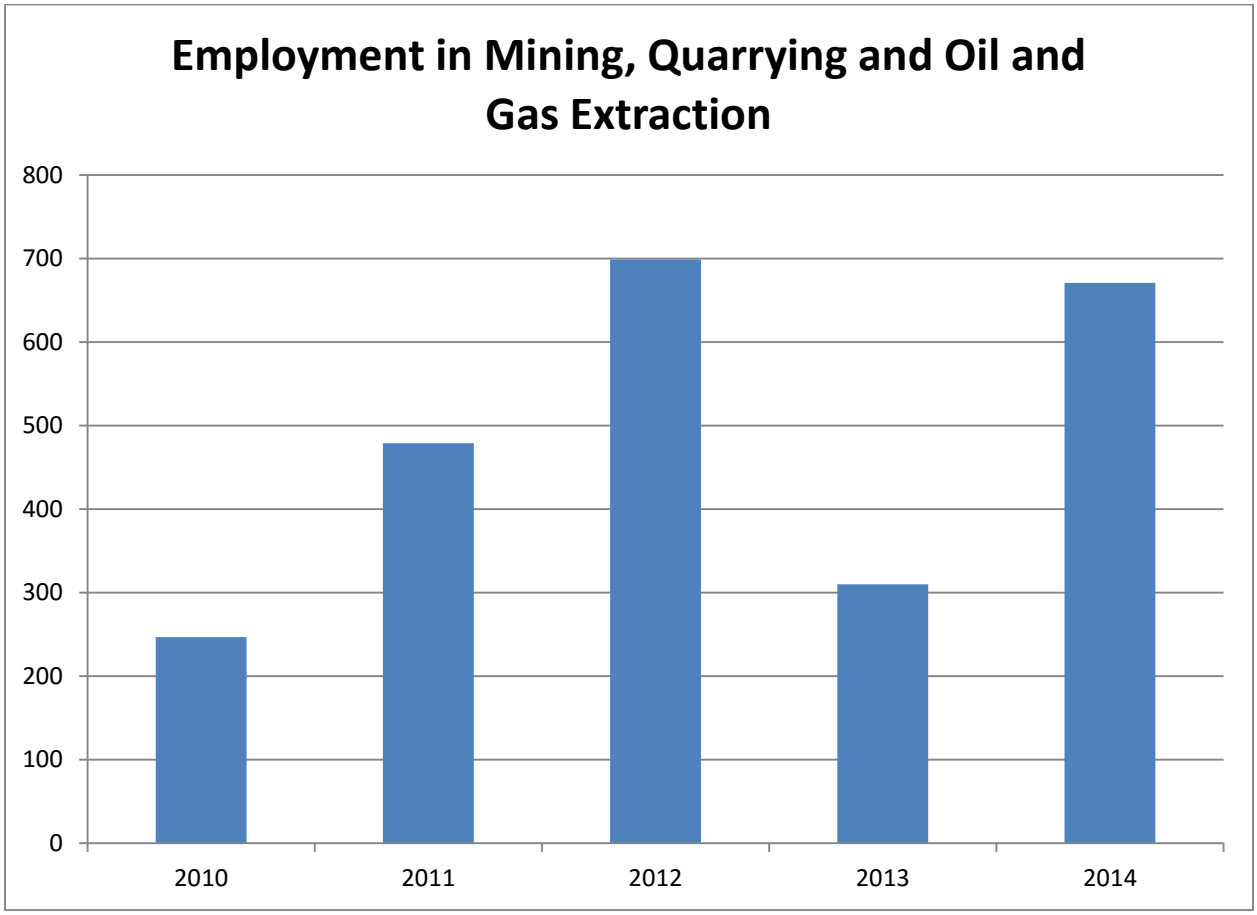


Source: U.S. Census Bureau OnTheMap Application

Employment in Mining, Quarrying, and Oil and Gas Extraction:

These sectors of the job market are viewed as related to Marcellus Shale extraction. U.S. Census Bureau data can be used to identify where workers are employed and where they live with companion reports on worker characteristics and filtering by age, earnings, or industry groups. **Figure 12** below shows regional job figures, regardless of where workers live, from these sectors in 2010, 2011, 2012, 2013, and 2014. The number of jobs in these combined sectors increased by 172% from 2010 to 2014.

Figure 12

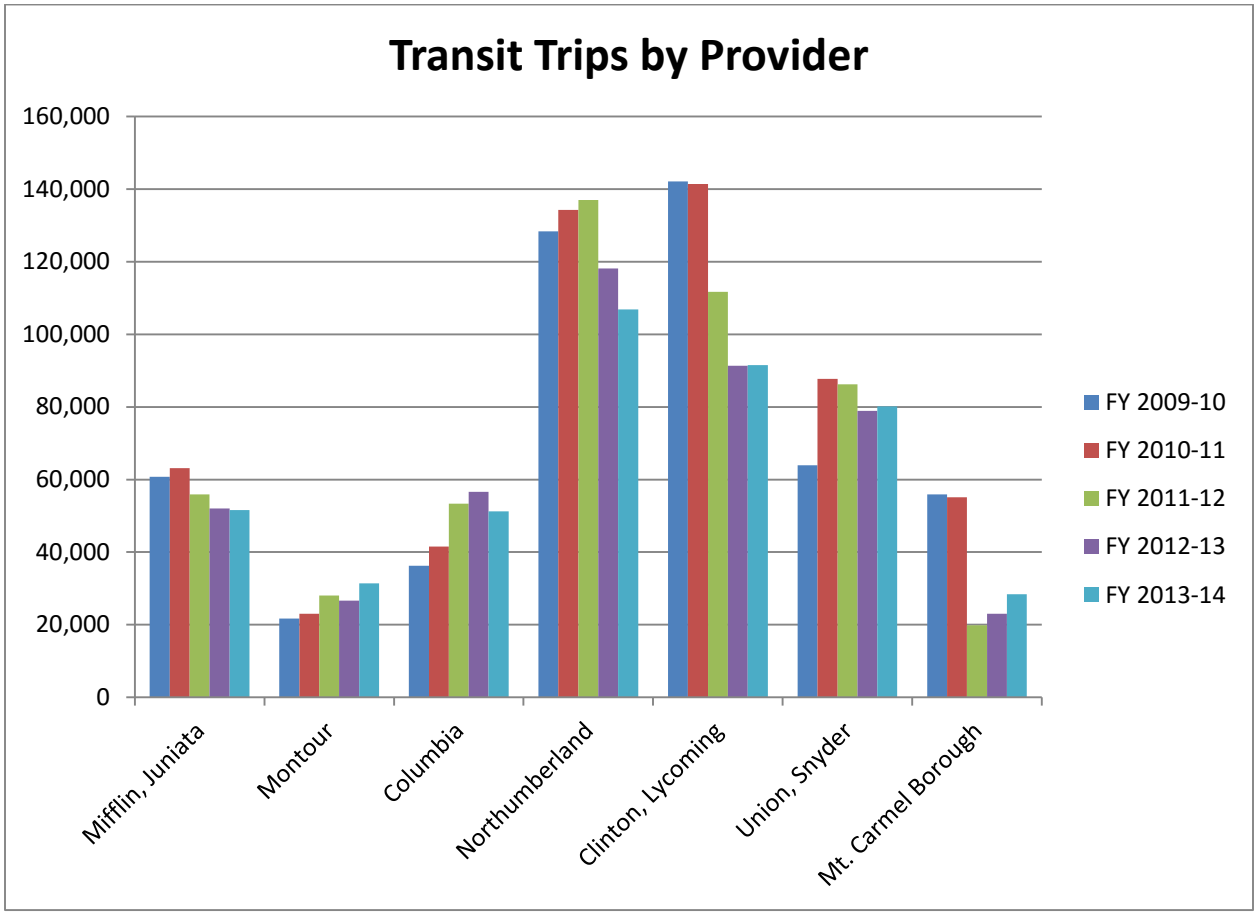


Source: U.S. Census Bureau OnTheMap Application

Transit Trips by Provider:

Transit trips by provider statistics are drawn from the PennDOT Bureau of Public Transportation's Public Transportation Annual Performance Reports, which follow the State Fiscal Year. **Figure 13** below represents the number of Total Passengers or Total Shared-Ride Trips listed for the transit provider under its profile in the PennDOT reports by SFY. (If providers handle Non-Public Trips, these numbers were added to their Total Shared-Ride Trips to prepare the chart.) Three of the region's seven transit providers experienced increases in total trips from FY 2009-10 to FY 2013-14, with the largest percentage increase (45%) occurring in Montour County.

Figure 13



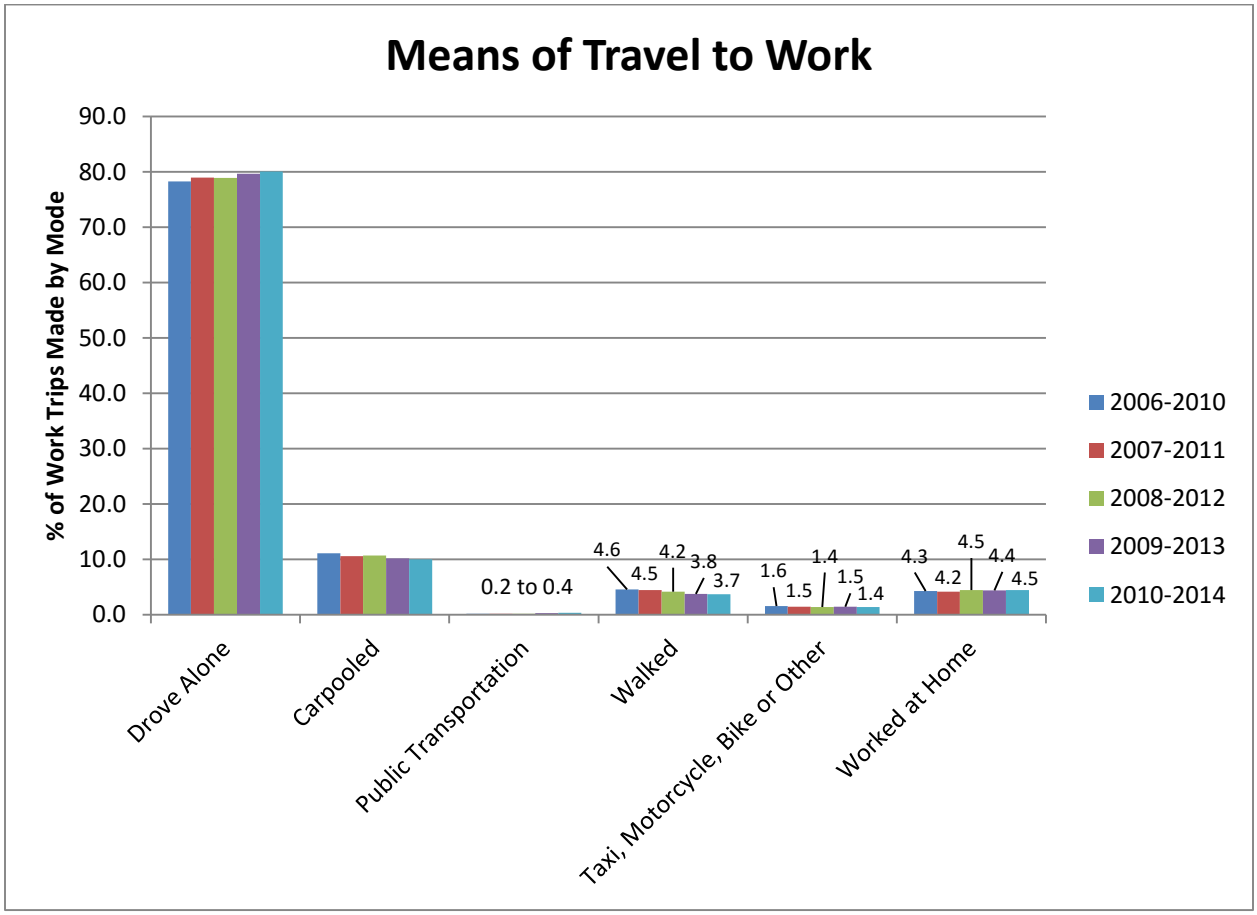
Source: PennDOT Public Transportation Annual Performance Reports

Mode Choice:

Means of travel to work statistics are obtained using the U.S. Census Bureau's American FactFinder website. With the elimination of the decennial Census long form, American Community Survey (ACS) estimates are used from the FactFinder website, with the 5-year estimates available at the widest geographic levels. 5-year ACS estimates aggregate the sample responses from households collected from January 1 of the beginning year to December 31 of the ending year, and represent the average estimate of a characteristic over the entire 5-year time period.

By far, the single occupant vehicle is the most common means of travel across the SEDA-COG region, with 78.3% of workers over age 16 using this mode from the 2006-2010 ACS 5-year estimates, 79.0% from the 2007-2011 ACS 5-year estimates, 78.9% from the 2008-2012 ACS 5-year estimates, 79.7% from the 2009-2013 ACS 5-year estimates, and 80.1% from the 2010-2014 ACS 5-year estimates. The next most popular mode is carpooling, at approximately 10.5% during each of the 5-year estimates. Additional mode choice data from the 2006-2010, 2007-2011, 2008-2012, 2009-2013, and 2010-2014 ACS estimates are summarized in **Figure 14** below. The data are drawn from samples of the population and thus involve margins of error.

Figure 14



Source: U.S. Census Bureau 5-year American Community Survey Estimates

Table 5 below provides a breakdown of the means of travel to work by county from the 2010-2014 ACS data. Juniata County (15.9%), Mifflin County (11.9%), and Clinton County (10.6%) see higher rates of carpool usage, likely due to residents carpooling to major worksites located several miles away in the Harrisburg, State College, and Williamsport urbanized areas. High carpooling rates may indicate areas where commuting costs and roadway congestion can be mitigated through public transportation use or more organized commuter services. Residents' use of public transportation (bus or trolley bus, streetcar or trolley car, subway, railroad, or ferryboat) as a means of travel to work is extremely limited in most counties, particularly due to a general lack of fixed-route transit service.

Table 5

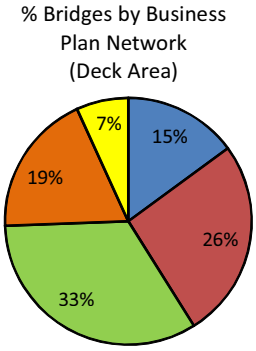
Geographic Area	Means of Transportation to Work					
	Drove Alone	Carpooled	Public Transportation	Walked	Taxi, Motorcycle, Bike, or Other	Worked at Home
Clinton County	80.0%	10.6%	0.4%	3.5%	1.0%	4.6%
Columbia County	81.8%	8.7%	0.5%	4.7%	0.5%	3.8%
Juniata County	74.2%	15.9%	0.2%	3.3%	1.0%	5.3%
Mifflin County	79.3%	11.9%	0.2%	4.3%	1.4%	3.0%
Montour County	82.2%	6.9%	1.0%	5.0%	0.9%	3.9%
Northumberland County	83.0%	9.1%	0.3%	2.9%	1.6%	3.1%
Snyder County	78.6%	10.3%	0.4%	2.5%	1.9%	6.2%
Union County	75.4%	8.7%	0.0%	4.3%	2.8%	8.7%

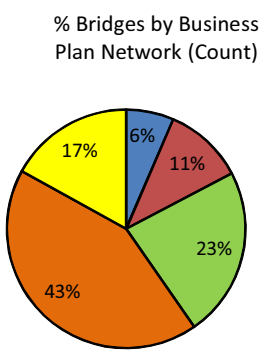
Source: U.S. Census Bureau, 2010-2014 ACS

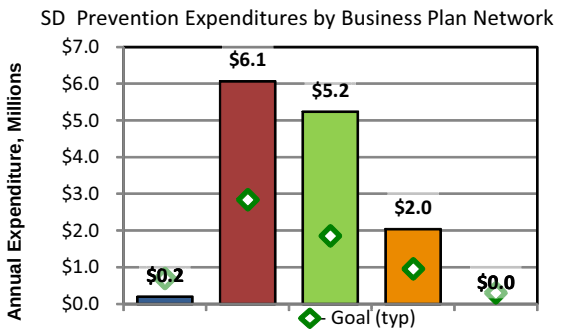
Appendix H PennDOT Performance Measures Reports

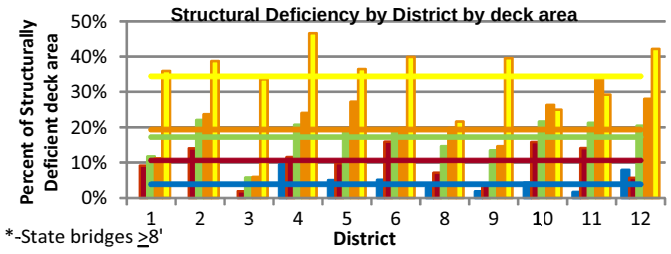
2014 Performance Measures Annual Report -- Bridges

SEDA-COG

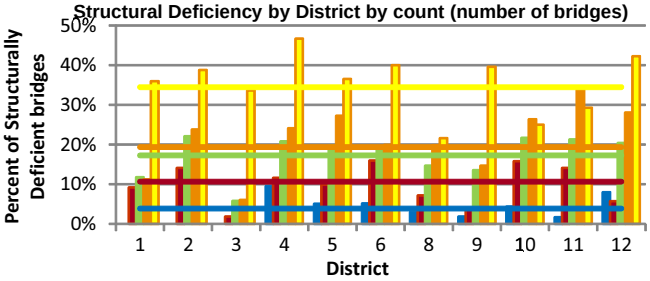






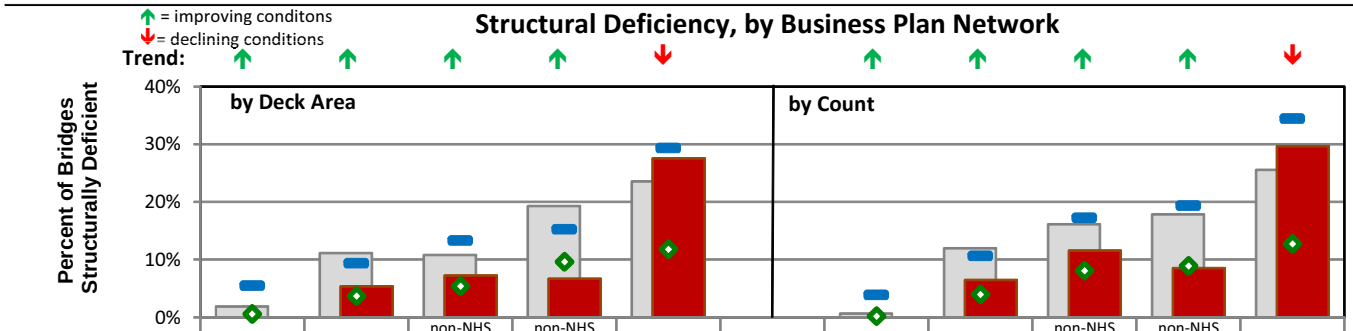


*-State bridges ≥8'



Interstate* | NHS* | non-NHS ≥2000 ADT* | non-NHS <2000 ADT* | Local >20'

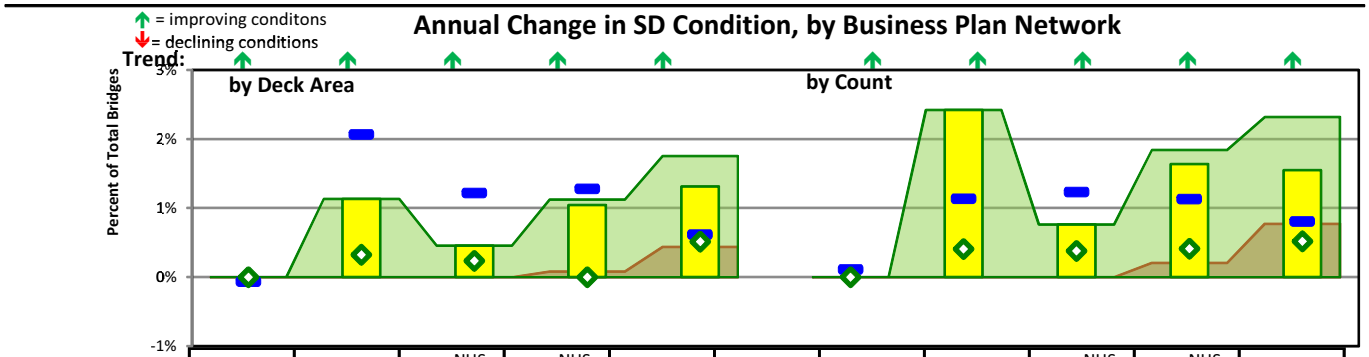
Structural Deficiency, by Business Plan Network



*-State bridges ≥8'

	Interstate*	NHS*	non-NHS ≥2000 ADT*	non-NHS <2000 ADT*	Local >20'		Interstate*	NHS*	non-NHS ≥2000 ADT*	non-NHS <2000 ADT*	Local >20'
2010 Baseline	1.8%	11.1%	10.8%	19.3%	23.5%		0.6%	11.9%	16.1%	17.8%	25.5%
Current (Dec 2014)	0.0%	5.3%	7.2%	6.7%	27.5%		0.0%	6.5%	11.6%	8.5%	29.6%
Statewide Ave.	5.5%	9.4%	13.3%	15.3%	29.4%		3.9%	10.7%	17.3%	19.4%	34.5%
Regional Goal	0.6%	3.7%	5.4%	9.6%	11.8%		0.2%	4.0%	8.1%	8.9%	12.8%

Annual Change in SD Condition, by Business Plan Network



	Interstate*	NHS*	non-NHS ≥2000 ADT*	non-NHS <2000 ADT*	Local >20'		Interstate*	NHS*	non-NHS ≥2000 ADT*	non-NHS <2000 ADT*	Local >20'
Annual Net Change in SD Condtion	0.00%	1.13%	0.46%	1.04%	1.31%		0.00%	2.42%	0.76%	1.64%	1.55%
Annual Goal - Change in SD Condition	0.00%	0.32%	0.23%	0.00%	0.51%		0.00%	0.40%	0.38%	0.41%	0.52%

*-State bridges ≥8'

%of Bridges becoming SD | % of Bridges SD fixed | Net Change in SD Condition | Net Change - Statewide | Goal (Net Change in SD Condition)

Bridge Data Date: 12/31/14

2014 Performance Measures Annual Report -- Bridges

SEDA-COG

Current Status of Bridges in Region:

Network	Total Bridge Count	Total Deck Area (Msf)	Aver. Bridge DA (sf)	Closed Bridges	Posted Bridges	Struct. Deficient Count	% SD by Count	SD-Deck Area (Msf)	% SD by Deck Area	Non-SD Bridges with a "5" Condition Rating
State ≥8'; Interstate/Ramps	148	1.0672	7,211	0	0	0	0.00%	0.0000	0.00%	16
State ≥8'; NHS (non Interstate)	248	1.8656	7,523	0	0	16	6.45%	0.0996	5.34%	83
State >8'; non-NHS >2000 ADT*	527	2.3795	4,515	0	5	61	11.57%	0.1721	7.23%	162
State ≥8'; non-NHS <2000 ADT	977	1.3397	1,371	0	18	83	8.50%	0.0894	6.67%	290
Total - State Bridges (≥8')	**1,900**	**6.6521**	**3,501**	**0**	**23**	**160**	**8.42%**	**0.3610**	**5.43%**	**551**
Local≥20'	388	0.4864	1,254	11	115	115	29.64%	0.1338	27.52%	109

Note: Data includes adjustments for MAP-21 Enhanced NHS. Local Bridges on Enhanced NHS are reported with Locally Owned Bridges.

Annual Performance Measures - *by SD Bridge Count*

Goals:	% SD by Count			Reducing Rate of Deterioration			Annual Net SD Reduction		
Network	Long Range Goal SD Count (max.)	Target 2014 SD Count (max.)	Actual SD Count	Max. Annual New SD Count	Max. Annual New SD Count (State-wide Ave.)	Actual Annual New SD Count (SD "on")	Min. Net Annual SD Count Reduction	Min. Net Annual SD Count Reduction	Net Actual SD Count Reduction
State ≥8'; Interstate/Ramps	0	1	0	0	1	0	0	0	0
State ≥8'; NHS (non Interstate)	10	26	16	1	1	0	1	1	6
State >8'; non-NHS >2000 ADT*	43	78	61	4	5	0	2	2	4
State ≥8'; non-NHS <2000 ADT	88	160	83	10	9	2	4	3	16
Total - State Bridges (≥8')	**140**	**265**	**160**	**15**	**16**	**2**	**7**	**6**	**26**
Local≥20'	49	89	115	4	7	3	2	2	6

Annual Performance Measures - *by SD Deck Area (DA)*

Goals:	% SD by Deck Area			Reducing Rate of Deterioration			Annual Net SD Reduction		
Network	Long Range Goal % SD by DA (max.)	Target %2014 SD DA (max.)	Actual %SD DA	Max. Annual New % SD DA	Max. Annual New % SD DA	Actual Annual New SD DA (SD "on")	Min. Net Annual % SD DA Reduction	Min. Net Annual % SD DA Reduction	Net Actual % SD DA Reduction
State ≥8'; Interstate/Ramps	0.6%	1.6%	0.0%	0.00%	0.58%	0.00%	0.00%	0.00%	0.00%
State ≥8'; NHS (non Interstate)	3.7%	9.8%	5.3%	0.25%	0.13%	0.00%	0.32%	0.24%	1.13%
State >8'; non-NHS >2000 ADT*	5.4%	9.9%	7.2%	0.75%	1.11%	0.00%	0.23%	0.18%	0.46%
State ≥8'; non-NHS <2000 ADT	9.6%	17.6%	6.7%	1.00%	0.65%	0.08%	0.00%	0.00%	1.04%
Total - State Bridges (>8')	**5.0%**	**10.1%**	**5.4%**	**0.54%**	**0.62%**	**0.02%**	**0.27%**	**0.20%**	**0.69%**
Local≥20'	11.8%	21.5%	27.5%	1.00%	2.25%	0.44%	0.51%	0.38%	1.31%

Annual Performance Measures - SD Prevention

Goals:	SD Prevention - Expenditures			SD Prevention - Count		
Network	Min. SD Prevention (million$)	Min. SD Prevention (million$)	Actual SD Prevention (million$)	Min. SD Prevention (# bridges)	Min. SD Prevention (# bridges)	Actual SD Prevention (# bridges)
State ≥8'; Interstate/Ramps	$0.70	$0.35	$0.20	2	2	2
State ≥8'; NHS (non Interstate)	$2.84	$1.42	$6.07	7	5	19
State >8'; non-NHS >2000 ADT*	$1.86	$0.93	$5.24	10	8	13
State ≥8'; non-NHS <2000 ADT	$0.96	$0.48	$2.04	12	9	15
Total - State Bridges (>8')	**$6.37**	**$3.19**	**$13.55**	**31**	**23**	**49**
Local≥20'	$0.31	$0.15	$0.00	4	3	0

Legend

- Target - Optimum Threshold
- Target - Cautionary Threshold
- Actual - At Optimum Threshold
- Actual - At Cautionary Threshold
- Actual - Not Meeting Cautionary Threshold

2014 Performance Measures Annual Report -- Pavements

SEDA COG RPO

Current Pavement Smoothness Summary by Business Plan Network

		IRI						Low Level Network	
Business Plan Network	Total Segment Miles	Tested Segment Miles	Excellent Seg-Mi	Good Seg-Mi	Fair Seg-Mi	Poor Seg-Mi	Median IRI	Segment Miles	Seal Coat Out-of-Cycle Seg-Mi
Interstate	62.8	159.1	115.2	40.2	3.6	0.0	97		
NHS, Non-Interstate	394.3	378.1	205.9	127.2	35.6	9.4	75		
Non-NHS, ≥ 2000 ADT	582.7	569.7	363.8	158.5	33.9	13.5	92	11.3	1.7
Non-NHS, < 2000 ADT	1,727.8	1,698.7	447.5	498.9	349.8	402.6	160	1,071.8	36.7
Total - Roadway	**2,767.7**	**2,805.6**	**1,132.4**	**824.8**	**422.9**	**425.5**		**1,083.1**	**38.4**

Current Overall Pavement Index Summary

		OPI							
Business Plan Network	Total Segment Miles	Tested Segment Miles	Excellent Seg-Mi	Good Seg-Mi	Fair Seg-Mi	Poor Seg-Mi	Median OPI	Surface Out-of-Cycle Seg-Mi	Pavement Age > 40 years Out-of-Cycle Seg-Mi
Interstate	62.8	157.4	45.1	111.4	1.0	0.0	93	0.0	0.0
NHS, Non-Interstate	394.3	374.1	75.0	264.5	27.0	7.6	92	74.5	50.0
Non-NHS, ≥ 2000 ADT	582.7	562.2	191.1	242.5	121.8	6.8	88	96.5	
Non-NHS, < 2000 ADT	1,727.8	1,698.0	499.3	774.5	341.6	82.6	80	189.3	
Total - Roadway	**2,767.7**	**2,791.7**	**810.4**	**1,392.9**	**491.4**	**97.1**		**360.3**	**50.0**

Interstate and NHS, Non-Interstate Goals

Goal: Reduce Poor IRI

Business Plan Network	Long Range % IRI Seg-Mi	Target 2015 % IRI Seg-Mi	Actual 2014 % IRI Seg-Mi
Interstate	0.3%	0.3%	0.0%
NHS, Non-Interstate	2.5%	2.5%	2.5%

Goal: Maintain % Good and Excellent OPI

Business Plan Network	Long Range % OPI Seg-Mi	Target 2015 % OPI Seg-Mi	Actual 2014 % OPI Seg-Mi
Interstate	99.7%	99.7%	99.4%
NHS, Non-Interstate	90.6%	90.6%	90.7%

Goal: Reduce Surface Out-of-Cycle (Fair and Poor OPI)

Business Plan Network	Long Range % OPI Seg-Mi	Target 2015 % OPI Seg-Mi	Actual 2014 % OPI Seg-Mi
Interstate	0.0%	0.0%	0.0%
NHS, Non-Interstate	5.7%	5.7%	4.8%

Goal: Maintain Pavement Potentially Past Design Service Life, Out-of-Cycle (Poor OPI)

Business Plan Network	Long Range % OPI Seg-Mi	Target 2015 % OPI Seg-Mi	Actual 2014 % OPI Seg-Mi
Interstate	0.0%	0.0%	0.0%
NHS, Non-Interstate	0.6%	0.6%	1.0%

Non-NHS Goals

Goal: Maintain Poor IRI

Business Plan Network	Long Range % IRI Seg-Mi	Target 2015 % IRI Seg-Mi	Actual 2014 % IRI Seg-Mi
Non-NHS, ≥ 2000 ADT	2.2%	2.2%	2.4%
Non-NHS, < 2000 ADT	21.8%	21.8%	23.7%

Goal: Maintain % Good and Excellent OPI

Business Plan Network	Long Range % OPI Seg-Mi	Target 2015 % OPI Seg-Mi	Actual 2014 % OPI Seg-Mi
Non-NHS, ≥ 2000 ADT	91.0%	91.0%	77.1%
Non-NHS, < 2000 ADT	79.4%	79.4%	75.0%

Goal: Maintain Surface Out-of-Cycle (Poor OPI)

Business Plan Network	Long Range % OPI Seg-Mi	Target 2015 % OPI Seg-Mi	Actual 2014 % OPI Seg-Mi
Non-NHS, ≥ 2000 ADT	0.7%	0.7%	0.6%
Non-NHS, < 2000 ADT	0.4%	0.4%	0.4%

Goal: Reduce Seal Coat (Low Level) Network Out-of-Cycle

Business Plan Network	Long Range % Seg-Mi	Target 2015 % Seg-Mi	Actual 2014 % Seg-Mi
Non-NHS, ≥ 2000 ADT	0.0%	0.0%	14.7%
Non-NHS, < 2000 ADT	0.0%	0.0%	3.4%

Note: for the Interstate and NHS, Non-Interstate Business Plan Networks, the IRI and OPI data is for 2013. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2013 or 2014.

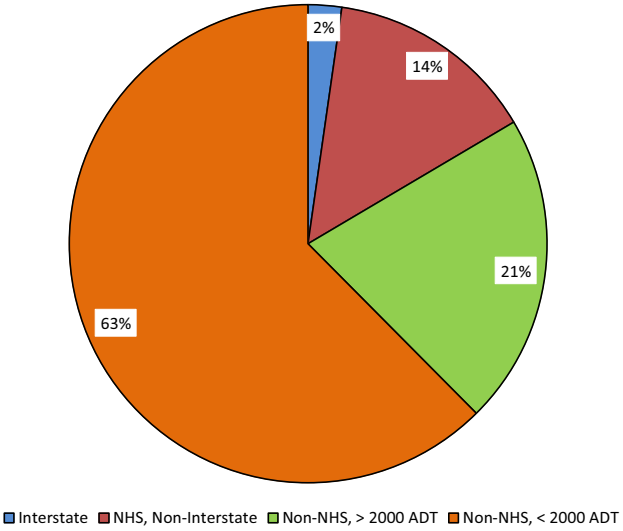
Note: Pavement Potentially Past Design Service Life, Out-of-Cycle is defined as old pavements (pre-2009 pavement age) greater than 40 years.

Note: Coloration of the Actual 2014 column is based on the Target set for 2014. Long-Range Goals are for 2015.

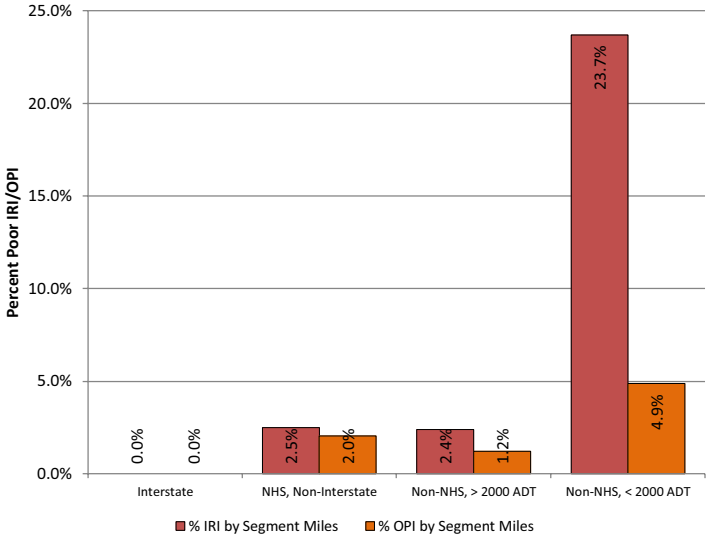
Legend

Target - Opimum Threshold
Target - Cautionary Threshold
Actual - At Optimum Threshold
Actual - At Cautionary Threshold
Actual - Not Meeting Cautionary Threshold

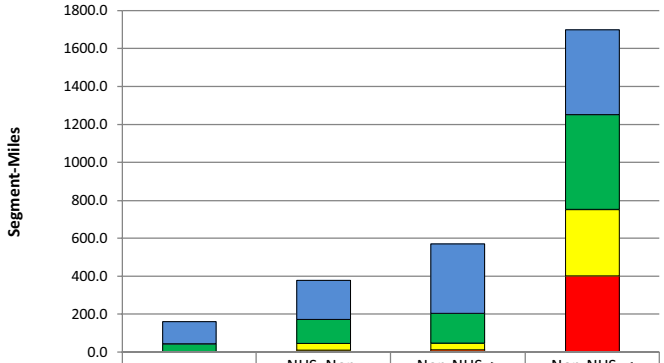
Percent Segment Miles by Business Plan Network



Percent of Segment Miles with a Poor IRI and Poor OPI by Business Plan Network

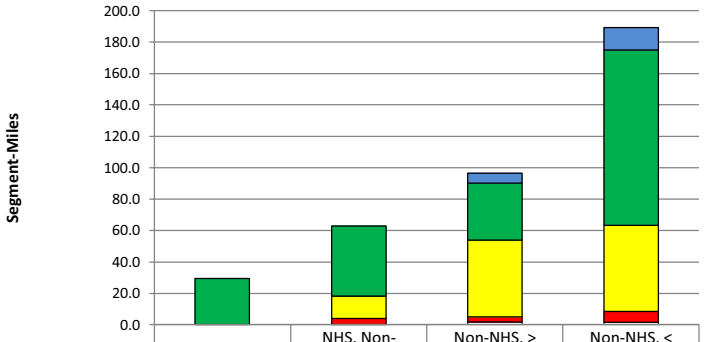


Segment Miles by Business Plan Network with IRI Ratings



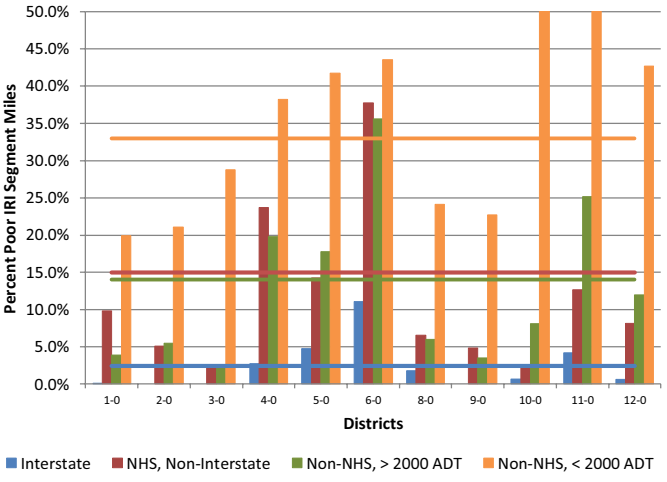
	Interstate	NHS, Non-Interstate	Non-NHS, > 2000 ADT	Non-NHS, < 2000 ADT
Excellent IRI	115.2	205.9	363.8	447.5
Good IRI	40.2	127.2	158.5	498.9
Fair IRI	3.6	35.6	33.9	349.8
Poor IRI	0.0	9.4	13.5	402.6

Surface Out-of-Cycle Segment Miles by Business Plan Network with OPI Ratings

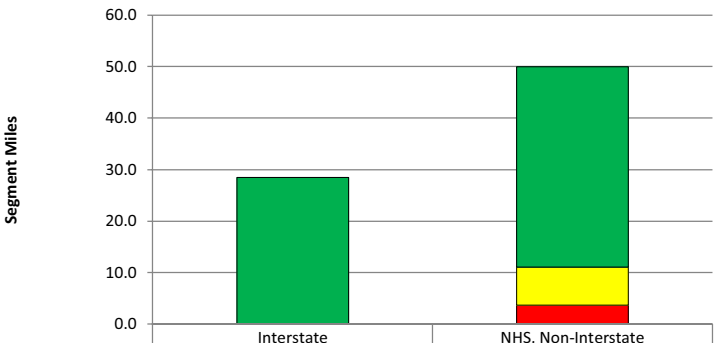


	Interstate	NHS, Non-Interstate	Non-NHS, > 2000 ADT	Non-NHS, < 2000 ADT
Excellent OPI	0.0	0.0	6.3	14.4
Good OPI	29.4	44.7	36.4	111.6
Fair OPI	0.0	13.9	48.7	54.9
Poor OPI	0.0	4.2	3.4	7.0
No Reported OPI	0.0	0.0	1.7	1.4

Percent Poor IRI by District, by Business Plan Network



Segment Miles of Pavement Potential Past Design Service Life, Out-of-Cycle



	Interstate	NHS, Non-Interstate
Excellent OPI	0.0	0.0
Good OPI	28.4	38.8
Fair OPI	0.0	7.4
Poor OPI	0.0	3.7
No Reported OPI	0.0	0.0

Appendix I Environmental Justice Benefits & Burdens Analysis

Environmental Justice – Benefits & Burdens Analysis

TABLE OF CONTENTS

Environmental Justice – Benefits & Burdens Analysis

TABLES

FIGURES

Environmental Justice – Benefits & Burdens Analysis

Background

Environmental Justice (EJ) is the overarching policy adopted in the United States for the "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."[1] This report summarizes the activities, analyses, and outcomes that were completed as a part of the SEDA-COG MPO Long-Range Transportation Plan (LRTP) planning process in compliance with the EJ policy.

The following federal acts and executive orders define the principles of EJ, including the specific populations that are to be considered:

- *The Civil Rights Act of 1964, Title VI*, which prohibits discrimination on the basis of race, color, or national origin.
- The *Age Discrimination Act of 1975*, which prohibits discrimination on the basis of age.
- The *Americans with Disabilities Act of 1990*, along with the *Americans with Disabilities Act Amendments Act of 2008*, which prohibit discrimination on the basis of disabilities.
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, which protects minority and low-income populations from disproportionately high and adverse impacts.
- *U.S. Department of Transportation (USDOT) EJ Order 5610.2(a)*
- *FHWA EJ Order 6640.23A*
- *Executive Order 13166 on Improving Access to Services for Persons with Limited English Proficiency (2000)*, which aims to improve access to services for persons who have limited English proficiency.

The foundation of EJ was established in *Title VI of the Civil Rights Acts of 1964,* which states:

> *No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*

Therefore, all recipients of Federal aid are required to certify, and the U.S. Department of Transportation (USDOT) must ensure, non-discrimination under *Title VI of the Civil Rights Act of 1964*. For the purposes of long-range transportation planning, Metropolitan Planning Organizations (MPOs) must specifically address EJ in the process of developing and advancing transportation programs and projects.

As a specific application of *Title VI*, *Executive Order 12898* requires Federal agencies and recipients of Federal aid to specifically consider the impacts of its programs on minority and low-income populations:

> *Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental*

[1] U.S. EPA, Environmental Justice Webpage, https://www.epa.gov/environmentaljustice, as accessed April 11, 2016.

effects of its programs, policies, and activities on minority populations and low-income populations and,

Each Federal agency, whenever practicable and appropriate, shall collect, maintain, and analyze information assessing and comparing environmental and human health risks borne by populations identified by race, national origin, or income. To the extent practical and appropriate, Federal agencies shall use this information to determine whether their programs, policies, and activities have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.

In 2011, the Federal Highway Administration (FHWA) issued an *Environmental Justice Emerging Trends and Best Practices Guidebook*. In 2012, the USDOT issued *Order 5610.2(a) Final DOT Environmental Justice Order* and FHWA issued *Order 6640.23A FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. In 2015, FHWA issued an *Environmental Justice Reference Guide.* These documents highlight three main EJ objectives:

- To identify, address, minimize, mitigate and (preferably) avoid disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. This objective is met by providing public involvement opportunities and dissemination of information, including meaningful access to public information concerning human health or environmental impacts. In addition, solicitation of input from affected minority and low-income populations is required when considering alternatives during the planning and development of transportation infrastructure investments.
- To ensure that no person—particularly those of minority or low-income populations—is excluded from participating in, denied the benefits of, or in any other way subjected to discrimination under any program or activity receiving federal assistance.

As defined by the USDOT *Final Environmental Justice Order*, adverse effects means "... the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to:

- Bodily impairment, infirmity, illness or death
- Air, noise, and water pollution and soil contamination
- Destruction or disruption of man-made or natural resources
- Destruction or diminution of aesthetic values
- Destruction or disruption of community cohesion or a community's economic vitality, destruction or disruption of the availability of public and private facilities and services
- Vibration
- Adverse employment effects; displacement of persons, businesses, farms or nonprofit organizations
- Increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community

- The denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies or activities."

Disproportionately high and adverse effect on minority and low-income populations means an adverse effect that is: A) predominantly borne by a minority population and/or a low-income population; or B) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude that the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Identification of Minority, Low Income and Other Traditionally Underserved Populations

In response to the identified EJ policies, a distributive geographic analysis was conducted to identify the locations and concentrations of minority, low-income and other traditionally underserved populations (TUP). The demographic profile describes the social composition of the SEDA-COG MPO Region and illustrates how demographic patterns vary spatially.

The identification of these populations is essential to establishing effective strategies for engaging them in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and demand for transportation services. Mapping of these populations not only provides a baseline for assessing impacts of the transportation investment program, but also aids in the development of an effective public involvement program.

To demonstrate and comply with the intent of *Title VI* and *Executive Order 12898*, the transportation planning process must also establish measures for assessing the Long-Range Transportation Plan and verifying that equitable access and mobility improvements are included in the Transportation Improvement Program (TIP). As such, the mapping and datasets created through this exercise culminate in the "Benefits and Burdens Analysis"—the intent of which is to provide a measureable assessment of the transportation program's equity across the region's various populations.

Distributive Analysis Methodology

Datasets and mapping were assembled as a baseline inventory of demographic attributes for the following populations that are traditionally underserved by the transportation system:

- Racial Minority
- Ethnic Minority (Hispanic or Latino)
- Low-Income (In-Poverty)
- Senior (Elderly)
- Disabled
- Those with Limited English Proficiency (LEP)
- Those with no personal vehicle available (zero-vehicle households)
- Female head of household with child

The primary and most comprehensive data source for information on these populations was the U.S. Census Bureau (2007-2011 American Community Survey 5-Year Estimates), while data from the Department of Education's National School Lunch program was used to supplement and provide a more

current data source for identifying low-income populations. The 2007-2011 U.S Census American Community Survey data was utilized for consistency with the MPO's recently updated Public Participation, Title VI and Limited English Proficiency Plans which were adopted in 2014 (these plans may be reviewed on the MPO's website or by contacting the MPO).

U.S. Census Data

Using a Geographic Information System (GIS), spatial and demographic data from the U.S. Census Bureau were compiled at the county and census tract level of detail. **Table 1** provides a summary of the 2007-2011 U.S. Census American Community Survey (ACS) data at the county and SEDA-COG MPO levels. The 2008-2012 ACS data was used for the disabled population because the 2007-2011 and prior data did not include disability status at the census tract level.

Census data at the tract level was chosen for use in all distributive analyses. Mapping of census data was completed individually for each population according to the concentration of the population within each geographic area (tract or county).

The ACS provides information on the characteristics of the population – and is not meant to count the population. ACS data is sample data and different samples would yield different estimates of the actual population value. Approximately 1 in 38 U.S. households per year receives an invitation to participate in the ACS[2]. The margin of error is a measure of the possible variation of the estimate around the population value. ACS estimates carry larger margins of error than decennial census sample estimates. This is especially true for small areas and population groups. Due to the small population located within certain census tracts in the SEDA-COG MPO region, margin of error must be taken into account when considered the population represented by the data.

For example, **Figure 2** shows the most southwest Census Tract in Mifflin County (9604) as having a Hispanic or Latino population above the regional threshold and classified as being between 3.3% and 4.3%. The data obtained from the ACS shows that Census Tract 9604 has a Hispanic or Latino population of 110 people (3.5% of the 3, 149 total population). The margin of error associated with this estimate is +/- 75. This means that the actual population of Hispanic or Latinos within that census tract is between 35 and 185. The margin of error is showing the 90% confidence interval, which means that there is a 90% confidence that the true population falls between 35 and 185.

[2] American Community Survey Information Guide. http://www.census.gov/acs/www/about/acs-information-guide/flipbook/ as accessed August 23, 2016

Table 1. Profile of Traditionally Underserved Populations in the SEDA-COG MPO Region

	SEDA-COG MPO Region									
	Clinton County	**Columbia County**	**Juniata County**	**Mifflin County**	**Montour County**	**North-umberland County**	**Snyder County**	**Union County**	**Total Population**	**Regional Threshold** (Average Concentration)
Data Universe: **Total Population**	**39,015**	**67,020**	**24,439**	**46,671**	**18,193**	**94,321**	**39,597**	**44,872**	**374,128**	
Minority Population [1]	1,249	2,648	596	977	831	4,239	1,124	5,672	17,366	*4.6%*
Senior Population [2]	6,387	10,675	4,057	8,491	3,338	17,401	5,983	6,666	62,998	*16.8%*
Data Universe: **Total Population for whom Poverty Status is determined**	**36,211**	**62,804**	**24,075**	**45,973**	**17,641**	**90,135**	**37,052**	**35,500**	**349,391**	
Low-Income Population [3]	5,726	9,535	2,546	6,991	1,842	12,364	4,137	4,270	47,411	*13.6%*
Data Universe: **Total Population Age 5 or Older**	**36,852**	**63,853**	**22,918**	**43,706**	**17,215**	**89,104**	**37,217**	**42,708**	**353,573**	
Limited English Proficiency Population [4]	637	729	634	1,935	503	985	1,214	1,599	8,236	*2.3%*
Data Universe: **Total Civilian Non-Institutionalized Population**	**38,640**	**66,265**	**24,346**	**46,174**	**17,713**	**90,381**	**39,268**	**39,364**	**362,151**	
Disabled Population [5]	5,854	7,600	3,518	8,009	2,364	14,530	4,683	4,799	51,357	*14.2%*
Data Universe: **Total Households**	**15,282**	**25,906**	**9,103**	**18,987**	**7,200**	**39,293**	**14,320**	**15,310**	**145,401**	
Zero Vehicle Households [6]	1,209	1,956	600	2,046	490	3,994	862	1,156	12,313	*8.5%*
Female Head of Household with own Children [7]	954	1,537	423	1,018	309	2,402	512	741	7,896	*5.4%*

Source: U.S. Census Bureau, American Community Survey (ACS), 5-Year Estimate (2007-2011) – except for Disabled Population, which is from the American Community Survey, 5-year Estimate (2008-2012).

Notes:

[1] Minority Population: Table DP5, ACS Demographic and Housing Estimates,–RACE - Calculated as "Total Population" minus "One race - White".

[2] Senior Population: Table DP5, ACS Demographic and Housing Estimates, SEX AND AGE – Value given as "Total Population: 65 years and over".

[3] Low-Income Population: Table S1701, Poverty Status in the Past 12 Months – Value given as "Population for whom poverty status is determined: Below poverty level".

[4] Limited English Proficiency Population: Table S1601, Language Spoken At Home – Value given as "Population 5 years and over: Language other than English: Speak English less than 'very well'".

[5] Disabled Population: Table S1810, Disability Characteristics – Value given as "Total civilian non-Institutionalized population: With a disability".

[6] Zero Vehicle Households: Table B08201, Household Size by Vehicles Available – Value given as "Total Households: No vehicle available".

[7] Female Head of Household with Children: Table DP02, Selected Social Characteristics in the United States, Households by Type – Value given as "Family households: Female householder, no husband present family: With own children under 18 years".

U.S. federal government agencies, including the Census Bureau, adhere to standard used by the Office of Management and Budget (OMB) which specify that race and Hispanic origin are two separate and distinct concepts. These standards generally reflect a social definition of race and ethnicity, and do not conform to any biological or genetic criteria. FHWA uses a different definition as noted below. For the purposes of this document and to correspond with the data collected for the SEDA-COG MPO's Public Participation Plan, Hispanic or Latino populations are evaluated separately from racial minorities.

Racial Minority Population

The FHWA and USDOT EJ Orders define a "minority" individual as a person who is: (1) Black: a person having origins in any of the black racial groups of Africa; (2) Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race; (3) Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent; (4) American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through Tribal affiliation or community recognition; or (5) Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

Table 2 summarizes the race characteristics for the SEDA-COG MPO Region and the percentage of the total population that belongs to a racial minority population. The SEDA-COG MPO regional average for minority population was found to be 4.6% based on the 2007-2011 American Community Survey 5-Year Estimate.

Table 2. Racial Minority Population in the SEDA-COG MPO Region

County	Total Population	White alone	Black alone	American Indian and Alaskan Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some other race alone	Two or more races	% Minority
Clinton	39,015	37,766	443	50	155	0	103	498	3.2
Columbia	67,020	64,372	1,181	122	603	0	254	488	4.0
Juniata	24,439	23,813	112	39	89	13	133	240	0.9
Mifflin	46,671	45,694	290	45	133	0	28	481	2.1
Montour	18,193	17,362	276	13	317	0	79	146	4.6
Northum-berland	94,321	90,082	2,090	150	274	46	899	780	4.5
Snyder	39,597	38,473	368	54	230	45	146	281	2.8
Union	44,872	39,200	3,337	118	554	34	920	709	12.6
Total	**374,128**	**357,032**	**8,097**	**591**	**2,355**	**138**	**2,562**	**3,623**	**4.6**

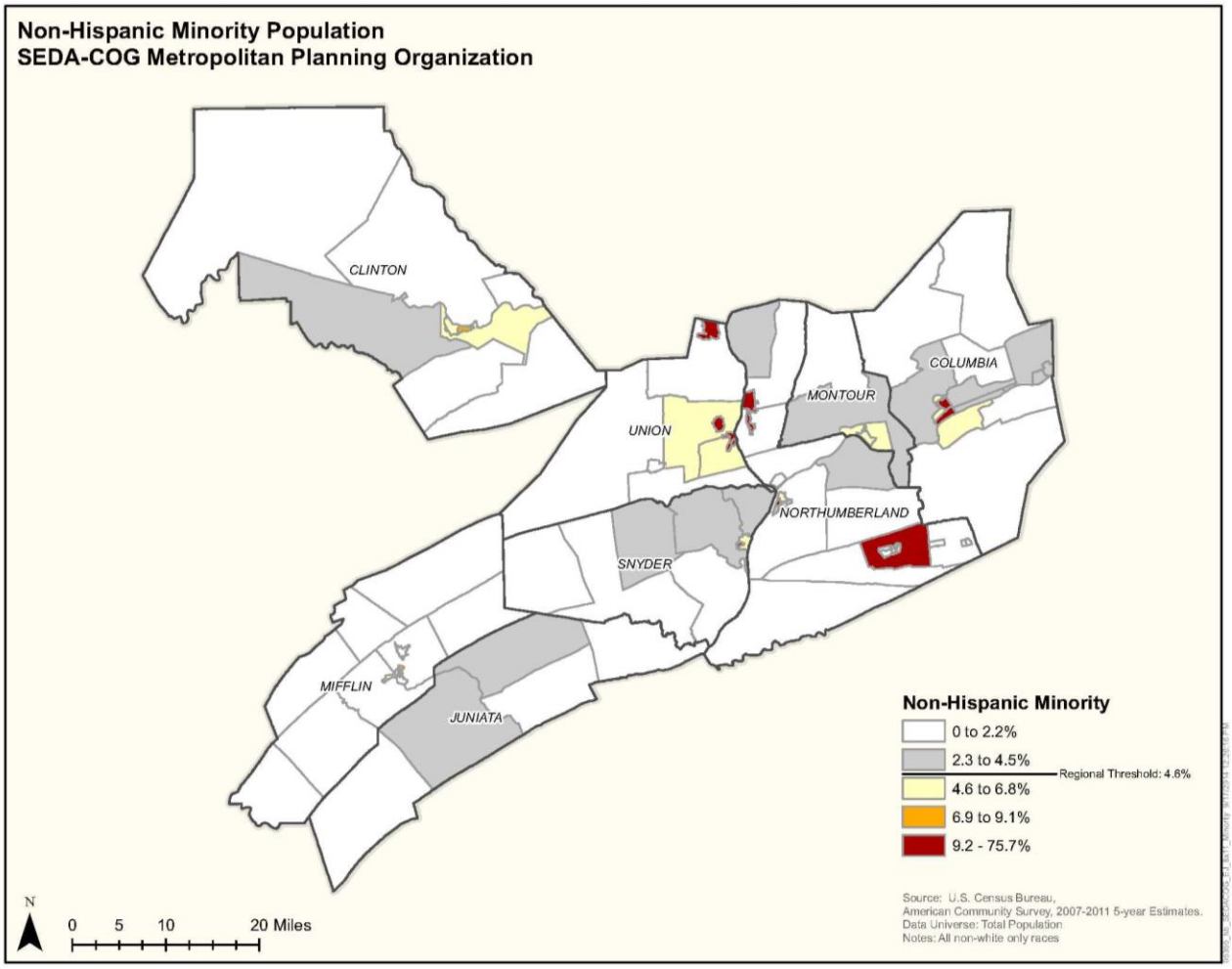
Source: U.S. Census Bureau, American Community Survey (ACS), 5-Year Estimate (2007-2011), Table B02001.

As illustrated in **Figure 1**, the higher percentages of minority populations occur in the Bloomsburg area of Columbia County, the Milton, Shamokin and Sunbury areas of Northumberland County, and the

Allenwood and Lewisburg areas of Union County. The numbers for Northumberland County and Union County may be influenced by the following prisons located in those counties:

- Northumberland County
  - State Correctional Institute Coal Township - approximate inmate population of 2,300 (as of February, 2016)[3]
- Union County
  - U.S. Penitentiary Lewisburg – approximate inmate population of 1,800[4]
  - U.S. Penitentiary Allenwood – approximate inmate population of 890[5]
  - Federal Correctional Institute Allenwood Low – approximate inmate population of 1,300[6]
  - Federal Correctional Institute Allenwood Medium – approximate inmate population of 1,300[7]

Figure 1.



[3] PA Department of Corrections Monthly Annual Report as of February 29, 2016, http://www.cor.pa.gov/Administration/Statistics/Documents/current%20monthly%20population.pdf, as accessed April 11, 2016
[4] USP Lewisburg website, https://www.bop.gov/locations/institutions/lew/ , as accessed April 11, 2016
[5] USP Allenwood, https://www.bop.gov/locations/institutions/alp/index.jsp , as accessed April 21, 2016
[6] FCI Allenwood Low website, https://www.bop.gov/locations/institutions/alf/ , as accessed April 11, 2016
[7] FCI Allenwood Medium website, https://www.bop.gov/locations/institutions/alm/ , as accessed April 11, 2016

Ethnic Minority Population

Ethnic minority population includes those who self-identify as "Hispanic or Latino (of any race)", which refers to a person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin regardless of race.

Table 3 summarizes the Hispanic or Latino population in the SEDA-COG MPO Region. The SEDA-COG MPO regional average for Hispanic or Latino population was found to be 2.2% based on the 2007-2011 American Community Survey 5-Year Estimate.

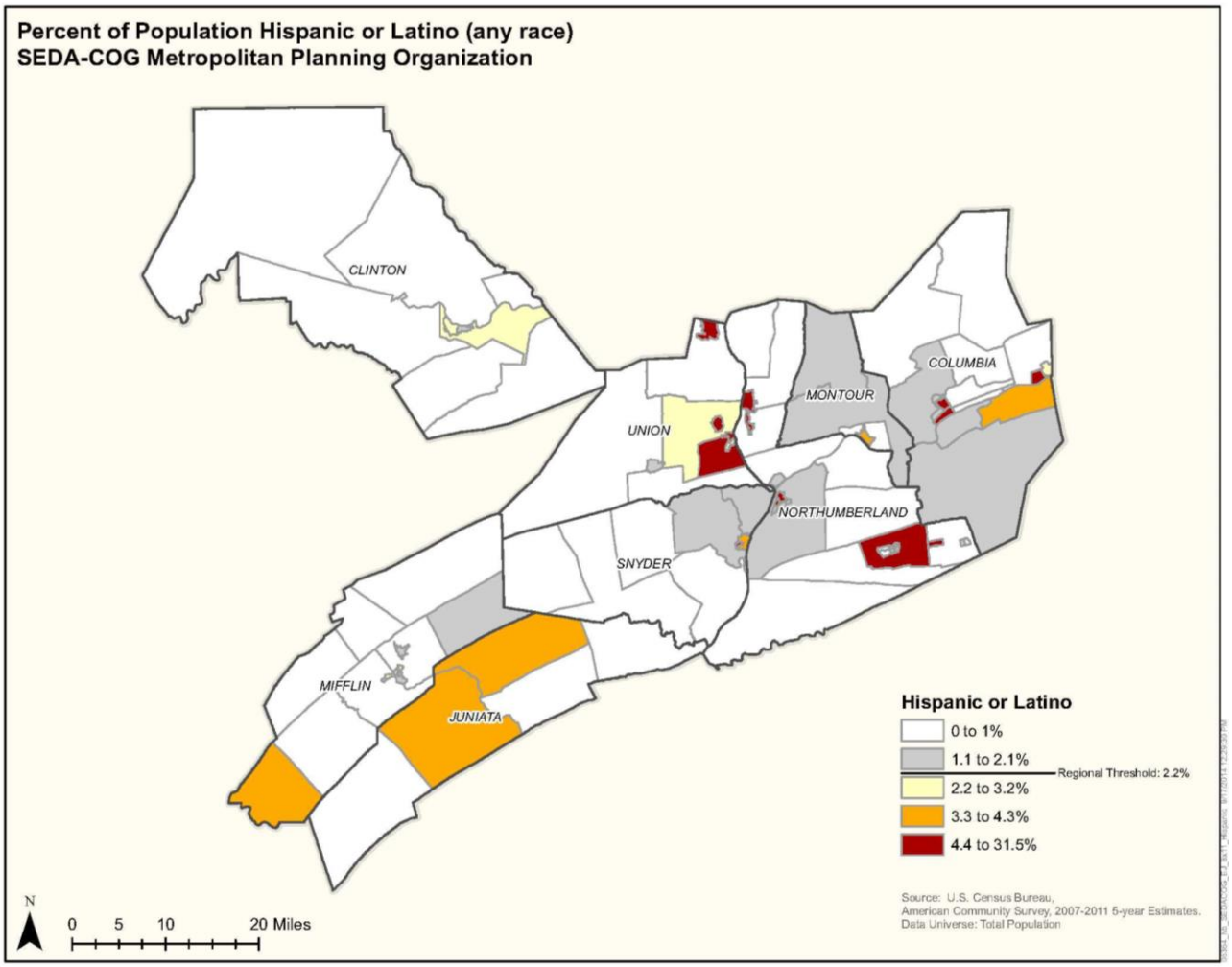
Table 3. Hispanic or Latino Population in the SEDA-COG MPO Region

County	Total Population	Hispanic or Latino	% Hispanic or Latino
Clinton	39,015	423	1.1
Columbia	67,020	1,348	2.0
Juniata	24,439	554	2.3
Mifflin	46,671	542	1.2
Montour	18,193	303	1.7
Northumberland	94,321	2,152	2.3
Snyder	39,597	637	1.6
Union	44,872	2,306	5.1
Total	**374,128**	**8,265**	**2.2**

Source: U.S. Census Bureau, 2007-2011 ACS 5-Year Estimate. Table DP5, ACS Demographic and Housing Estimates,–Hispanic or Latino (of any race)

As illustrated in **Figure 2**, the higher percentages of Hispanic or Latino populations are located in the Berwick and Bloomsburg areas of Columbia County, the Milton, Shamokin and Sunbury areas of Northumberland County, and the Allenwood and Lewisburg areas of Union County. The numbers for Northumberland County and Union County may be influenced by the prisons discussed under the Non-Hispanic Minority Population section.

Figure 2.



Low-Income Populations

Executive Order 12898 on Environmental Justice and the USDOT *Final Order on Environmental Justice* specifically identify low-income populations as a group to be considered in the LRTP when identifying and addressing the impacts of the transportation program. USDOT defines "low-income populations" as those having a median household income that is at or below the Department of Health and Human Services' poverty guidelines. Since information from the U.S. Census Bureau informs these guidelines, the Census's "In-Poverty Status" indicator was used to identify low-income populations.[8]

Table 4 gives the SEDA-COG MPO Region low-income population and the percentage of the population below the poverty level, according to data from the 2007-2011 ACS 5-Year Estimates. To prevent bias, the percentage below poverty level is calculated using the "Population for which Poverty Status is determined". The Census determination of poverty level is based on family size, composition and income. If a family's total income is less than the threshold for that family type, then every person in the

[8] In-poverty status serves as a proxy for identifying persons and households with low-income. Therefore, the terms "in-poverty" and "low-income" may be used interchangeably.

family is considered to be "in-poverty". While the income thresholds do not vary by geographic region, they are updated annually according to the Consumer Price Index. The SEDA-COG MPO regional concentration for low-income persons was found to be 13.6%.

Table 4. Low-Income Populations in the SEDA-COG MPO Region

County	Total Population (for which poverty status is determined)	# of Persons Below Poverty Level	% Below Poverty Level
Clinton	36,211	5,726	15.8
Columbia	62,804	9,535	15.2
Juniata	24,075	2,546	10.6
Mifflin	45,973	6,991	15.2
Montour	17,641	1,842	10.4
Northumberland	90,135	12,364	13.7
Snyder	37,052	4,137	11.2
Union	35,500	4,270	12.0
Total	**349,391**	**47,411**	**13.6**

Source: U.S. Census Bureau, 2007-2011 ACS, 5-Year Estimate. Table S1701, Poverty Status in the Past 12 Months – Value given as "Population for whom poverty status is determined: Below poverty level"

As illustrated in **Figure 3**, the largest low-income populations are generally located in the Lock Haven area of Clinton County, the Bloomsburg area of Columbia County, the Lewistown area of Mifflin County, the Sunbury area of Northumberland County and the Selinsgrove area of Snyder County. These areas also tend to have the higher population densities of the region.

More recent data was obtained from the Pennsylvania Department of Education's Free and Reduced Price Lunch Program as a secondary indicator of low-income populations. The National School Lunch Program (NSLP), a federal and state reimbursement program, provides eligible students with free or reduced price lunches. To receive a reduced price lunch, household income must be below 185 percent of the federal poverty level and to receive a free lunch, household income must fall below 100 percent of the federal poverty level. NSLP eligibility data by school and school district is updated yearly and can be helpful in understanding a current view of poverty across the region.

Any public school, intermediate unit, charter school, area vocational technical or career technology school, public residential child care institution or tax exempt non-public school or residential child care institution may apply to be an NSLP sponsor.[9]

The eligibility criteria are annually established by the United States Department of Agriculture (USDA). The USDA issued new federal guidelines for 2014 for free and reduced price lunches as shown in **Table 5**[10].

[9] Department of Education, Food and Nutrition Programs, National School Lunch Program.
[10] Federal Register https://www.gpo.gov/fdsys/pkg/FR-2015-03-31/pdf/2015-07358.pdf, accessed April 6, 2016.

Figure 3.

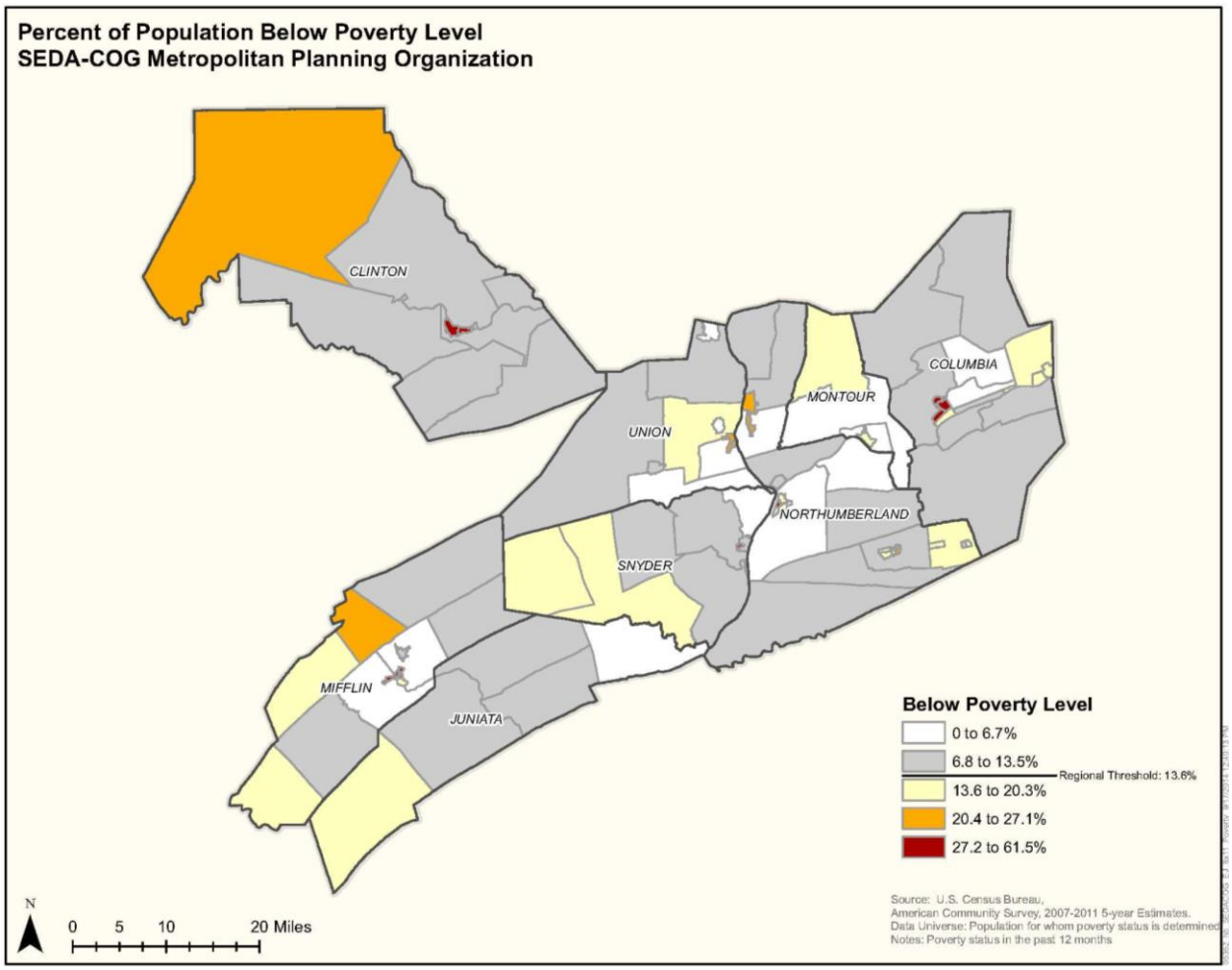
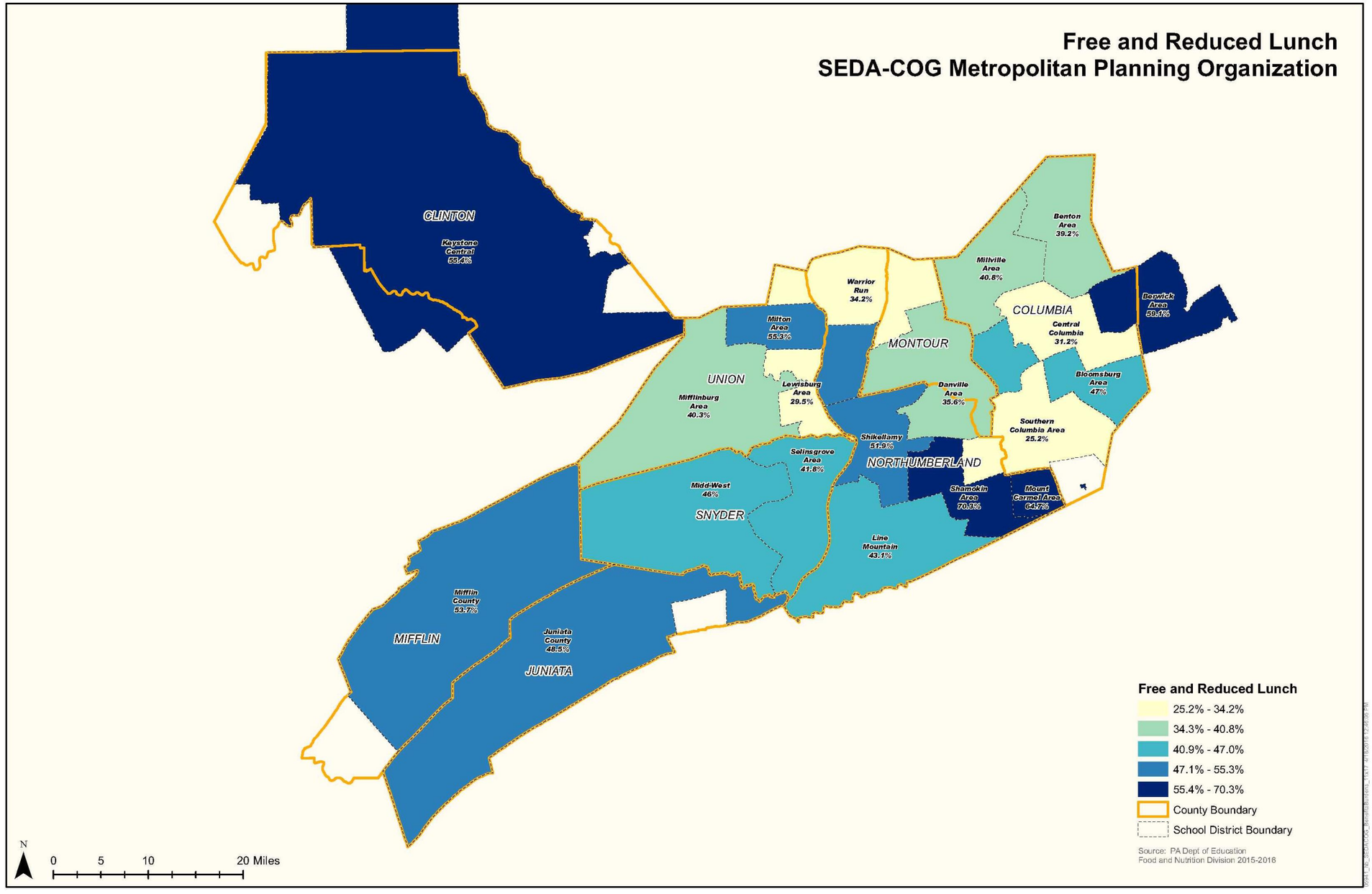


Table 5. Annual Income – NSLP Eligibility Guidelines
Effective July 1, 2015 – June 30, 2016

Family Size	Free Meals or Milk (100% of Poverty Guidelines)	Reduced Price Meals (185% of Poverty Guidelines)
One	$11,770	$21,775
Two	$15,930	$29,471
Three	$20,090	$37,167
Four	$24,250	$44,863
Five	$28,410	$52,559
Six	$32,570	$60,255
Seven	$36,730	$67,951
Eight	$40,890	$75,647
Each additional family member add	+ $4,160	+ $7,696

Source: USDA Food and Nutrition Service, School Meals, Income Eligibility Guidelines

Figure 4.


Free and Reduced Lunch
SEDA-COG Metropolitan Planning Organization
CLINTON
Keystone Central 59.4%
Warrior Run 34.2%
Milton Area 55.3%
UNION
Mifflinburg Area 40.3%
Lewisburg Area 29.5%
MONTOUR
Millville Area 40.8%
Benton Area 39.2%
COLUMBIA
Central Columbia 31.2%
Berwick Area 39.1%
Bloomsburg Area 47%
Danville Area 35.6%
Southern Columbia Area 25.2%
Shikellamy 51.9%
Selinsgrove Area 41.8%
NORTHUMBERLAND
Midd-West 46%
SNYDER
Shamokin Area 70.3%
Mount Carmel Area 64.7%
Line Mountain 43.1%
Mifflin County 55.7%
MIFFLIN
Juniata County 48.5%
JUNIATA
N
0 5 10 20 Miles
Free and Reduced Lunch
25.2% - 34.2%
34.3% - 40.8%
40.9% - 47.0%
47.1% - 55.3%
55.4% - 70.3%
County Boundary
School District Boundary
Source: PA Dept of Education
Food and Nutrition Division 2015-2016

The results showed that 46.1 percent (regional average) of the total students enrolled in public schools are eligible for free and reduced price lunch. The regional average was used as a threshold for identifying those school districts with a disproportionately high percentage of students who are eligible for the free and reduced price lunch program (**Figure 4**). The school districts and their percent free/reduced lunches are listed in **Table 6**; those above the 46.1 percent threshold are highlighted.

Table 6. Percent Eligible for Free & Reduced Priced Lunches – SEDA-COG MPO Region School Districts, 2015-16

School District	County	Percent Eligible
Sugar Valley Rural Charter School	Clinton	62.3
Keystone Central	Clinton	55.4
Benton Area	Columbia	39.2
Berwick Area	Columbia	59.1
Bloomsburg Area	Columbia	47.0
Central Columbia	Columbia	31.2
Millville	Columbia	40.8
Southern Columbia	Columbia	25.2
Juniata County	Juniata	48.5
Mifflin County	Mifflin	53.7
Danville Area	Montour	35.6
Line Mountain	Northumberland	43.1
Milton Area	Northumberland	55.3
Mount Carmel Area	Northumberland	64.7
Shamokin Area	Northumberland	70.3
Shikellamy Area	Northumberland	51.9
Warrior Run	Northumberland	34.2
Midd-West	Snyder	46.0
Selinsgrove Area	Snyder	41.8
Lewisburg Area	Union	29.5
Mifflinburg Area	Union	40.3
Sun Area CTC	Union	38.5

Source: National School Lunch Program, 2015-2016 http://www.education.pa.gov/Documents/Teachers-Administrators/Food%20and%20Nutrition/Reports/2015-2016%20Building%20Data%20Report.pdf
Note: West Branch Area School District (SD) and Jersey Shore SD are partially located in Clinton County; Greenwood SD is partially located in Juniata County, North Schuylkill SD is partially located in Columbia County, and Mount Union SD (Huntingdon) is partially located in Mifflin County. Sugar Valley Charter and Sun Area CTC are not school districts with a "geographic boundary" and are not included in Figure 4.

Senior Population

The *Age Discrimination Act of 1975*, which prohibits discrimination on the basis of age, states:

> *No person in the United States shall, on the basis of age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under, any program or activity receiving Federal financial assistance.*

For the purposes of this LRTP, the application of this Act is made for the senior (elderly) population—persons age 65 and over. The population of the United States is aging rapidly, with the median age increasing from 28 in 1970 to 35 in 2000 and 37.2 in 2010. In the coming decades covered by this LRTP, cumulative advances in medicine and nutrition as well as improvements in environmental quality are anticipated to promote this trend, and the senior population will continue to expand.

Table 7 gives the SEDA-COG MPO senior population and the percentage of the population for ages 65 and over. Data from the 2011 ACS 5-Year estimate indicates that Pennsylvania has one of the highest percentages of senior persons in the United States at 15.4 percent. Clinton, Columbia, Juniata, Mifflin, Montour, and Northumberland counties have a percentage of seniors that is above the Pennsylvania average.

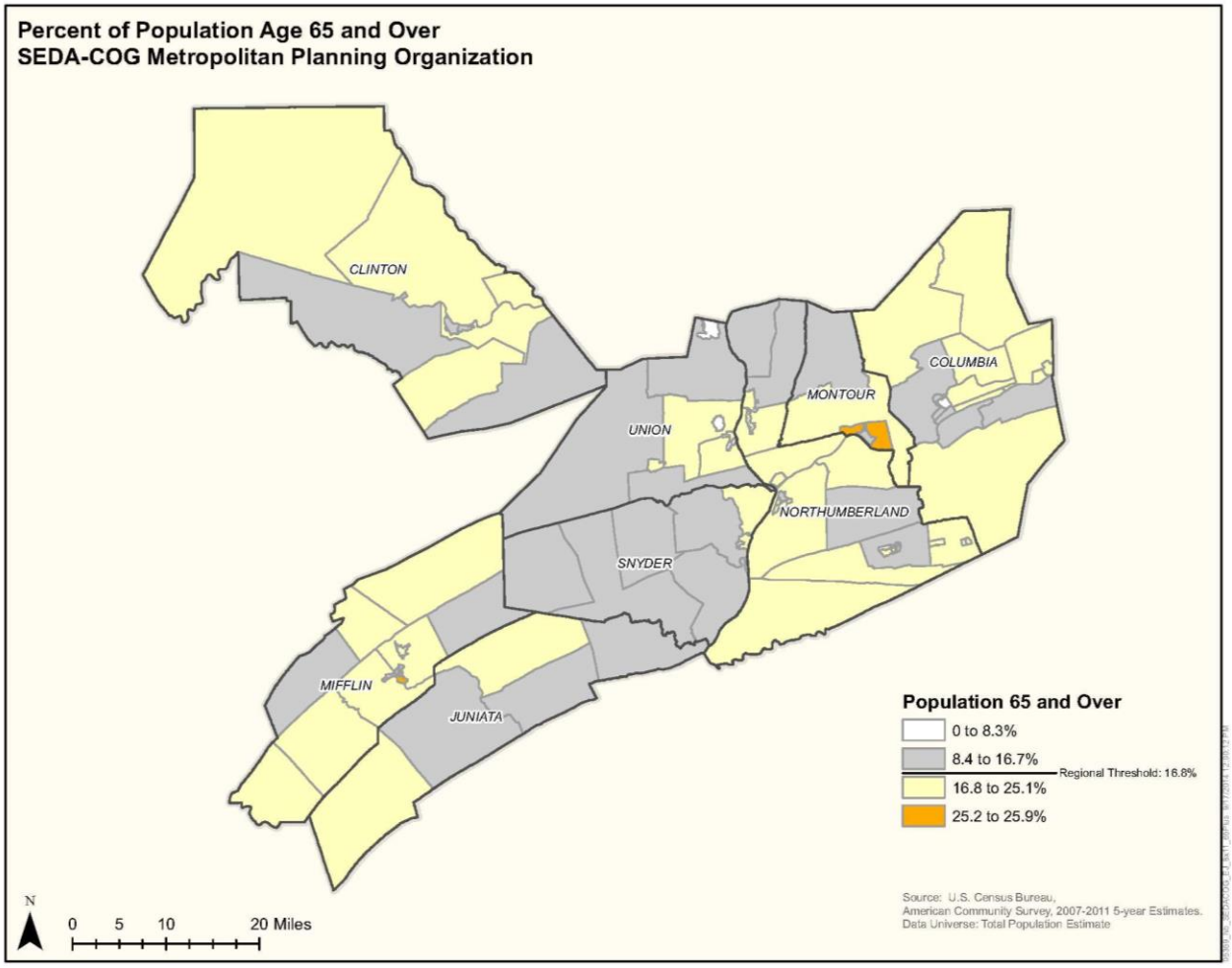
Table 7. Senior Population in the SEDA-COG MPO Region

County	Total Population	Age 65 & over	% of Population 65 & over
Clinton	39,015	6,387	16.4
Columbia	67,020	10,675	15.9
Juniata	24,439	4,057	17.7
Mifflin	46,671	8,491	18.3
Montour	18,193	3,338	16.6
Northumberland	94,321	17,401	18.4
Snyder	39,597	5,983	15.1
Union	44,872	6,666	14.9
Total	**374,128**	**62,998**	**16.8**

Source: U.S. Census Bureau, American Community Survey (ACS), 5-Year Estimates (2007-2011). Senior Population: Table DP5, ACS Demographic and Housing Estimates– Value given as "Total Population: 65 years and over".

As illustrated in **Figure 5,** senior populations (age 65 and over) are somewhat dispersed throughout the SEDA-COG MPO Region, but the highest populations are generally found in the Lewistown area of Mifflin County and the Danville area of Montour County.

Figure 5.



Disabled Population

The *Americans with Disabilities Act of 1990* (ADA), along with the *Americans with Disabilities Act Amendments Act of 2008*, prohibit discrimination on the basis of disabilities. The term "disability" means, with respect to an individual:

- A physical or mental impairment that substantially limits one or more major life activities of such individual;
- A record of such an impairment; or
- Being regarded as having such an impairment, which includes the circumstance where an individual has been subjected to actions prohibited under the ADA Act because of an actual or perceived physical or mental impairment.

The *ADA Amendments Act of 2008* were enacted to provide "a clear and comprehensive national mandate for the elimination of discrimination" and "clear, strong, consistent, enforceable standards addressing discrimination."

Table 8 gives the SEDA-COG MPO Region disabled population according to data from the 2008-2012 ACS 5-Year estimates. The MPO regional average for disabled persons was found to be 14.2 percent.

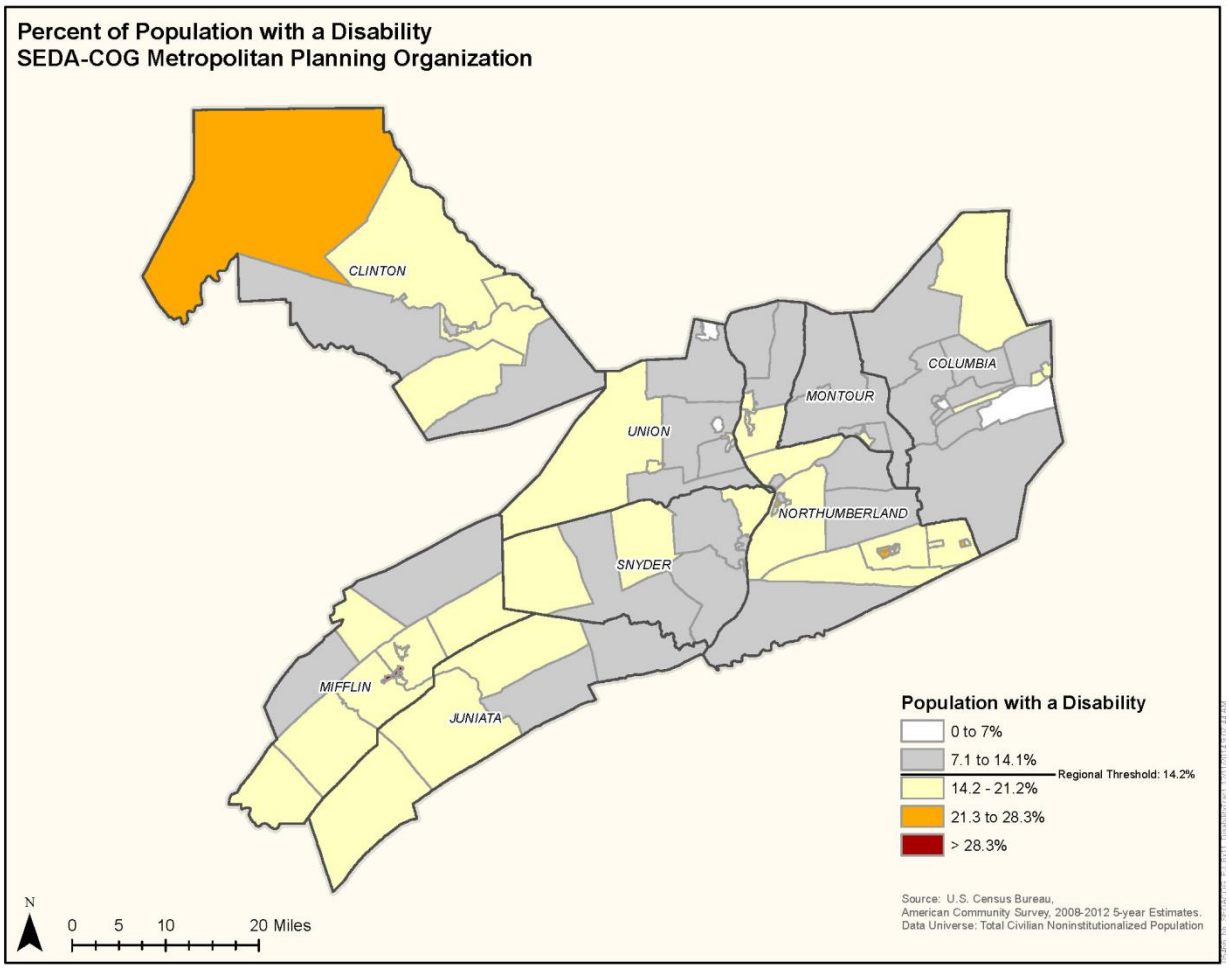
Table 8. Disabled Population in the SEDA-COG MPO Region

County	Civilian Non-Institutionalized Population	# of Persons with a Disability	% Disabled
Clinton	38,640	5,854	15.2
Columbia	66,265	7,600	11.5
Juniata	24,346	3,518	14.5
Mifflin	46,174	8,009	17.3
Montour	17,713	2,364	13.3
Northumberland	90,381	14,530	16.1
Snyder	39,268	4,683	11.9
Union	39,364	4,799	12.2
Total	**362,151**	**51,357**	**14.2**

Source: ACS, 2012 5-Year Estimates, Disabled Population: Table S1810, Disability Characteristics – Value given as "Total civilian non-Institutionalized population: With a disability".

As illustrated in **Figure 6,** areas with the largest disabled population include the northwestern area of Clinton County, the Lewistown area of Mifflin County, and the Sunbury and Shamokin areas of Northumberland County. This pattern may be related to the presence of group homes or nursing homes in these areas, and may reflect the impact of industrial and manual labor industries that were prevalent in these areas (railroad, mining, steel, lumber, etc.).

Figure 6.



Limited English Proficiency Population

Executive Order 13166 on Improving Access to Services for Persons with Limited English Proficiency (LEP) aims "to improve access to federally-conducted and federally-assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency."[11] Individuals with LEP are those who have a limited ability to read, write, speak or understand the English language. For the purpose of this analysis, LEP persons include those who speak the English language "less than very well," as classified by the Census. The ability to speak English is based upon self-reporting or upon an answer given by another member of the household.

Table 9 presents the LEP population and the percentage of the population with LEP (persons age five and over), according to data from the ACS 2011 5-Year estimates. The SEDA-COG MPO regional average for LEP persons is 2.3 percent.

[11] Executive Order 13166 of August 11, 2000, *Improving Access to Services for Persons with Limited English Proficiency*.

Table 9. Limited English Proficiency Population in the SEDA-COG MPO Region

County	Total Population: Age 5 & over	# of Persons who Speak English less than "Very Well": Age 5 & over	% of Persons who Speak English less than "Very Well": Age 5 & over
Clinton	36,852	637	1.7
Columbia	63,853	729	1.1
Juniata	22,918	634	2.8
Mifflin	43,706	1,935	4.4
Montour	17,215	503	2.9
Northumberland	89,104	985	1.1
Snyder	37,217	1,214	3.3
Union	42,708	1,599	3.7
Total	**353,573**	**8,236**	**2.3**

Source: U.S. Census Bureau, ACS, 5-Year Estimates (2007-2011). Limited English Proficiency Population: Table S1601, Language Spoken At Home – Value given as "Population 5 years and over: Language other than English: Speak English less than 'very well'".

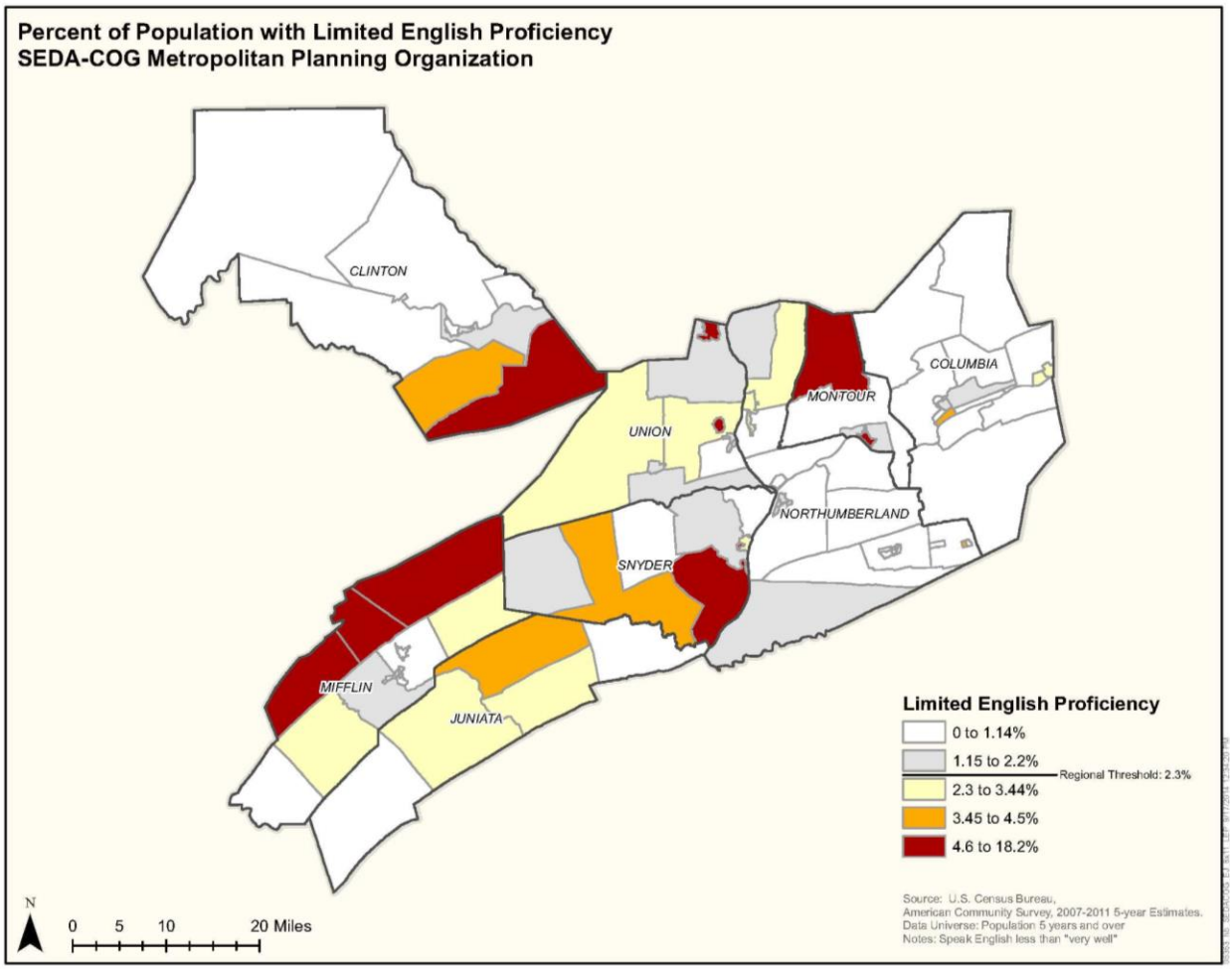
In navigating the transportation system, an LEP person may be limited in his or her ability to read and understand signs, interpret advisory radio messages and decipher transit schedules. In addition, LEP adults tend to be lower income earners and more dependent on public transportation.

For the most part, the LEP population of the region is small, both in comparison to the total population (2.3% regionally) and to other TUPs. As illustrated in **Figure 7,** the largest LEP populations are located in Clinton, Mifflin, Montour, Snyder, and Union counties. Based on data reviewed as part of the update to the SEDA-COG MPO's Limited English Proficiency Plan, the two largest language groups other than English are Spanish and West Germanic.

West Germanic languages (PA Dutch) are spoken by the Amish and Mennonite populations in the region. According to data from the Association of Statisticians of American Religious Bodies, Amish Groups in the SEDA-COG MPO Region total about 6,791 (2010)[12] or approximately 1.8 percent of the region's total population. This population also represents approximately 11.7 percent of the Amish Group population within Pennsylvania. This population has unique needs and considerations in the transportation planning process; especially in terms of safety.

[12] The Association of Religion Data Archives, http://www.thearda.com/rcms2010/r/c/42/rcms2010_42037_county_name_2010.asp

Figure 7.



Zero-Vehicle Households

Households and persons without access to a personal vehicle, while not protected under a Federal Act or Executive Order, are considered in this analysis as a traditionally underserved population. Zero-vehicle households are those without direct ownership of an automobile and tend to be highly transit-dependent.

In most instances, the distribution of zero-vehicle households directly mirrors the distribution of persons in poverty. However, some exceptions are noted. Unlike the direct impact that poverty has on the choice of transportation options, not owning a vehicle may be a personal decision, rather than an economic one.

Table 10 gives the SEDA-COG MPO regional distribution and percentage of zero-vehicle households, according to data from the 2011 ACS 5-Year Estimates. The percentage of households without access to a personal vehicle is 8.5 percent for the SEDA-COG MPO Region, as compared to the national average of 8.9 percent. The Pennsylvania average is 11.5 percent.

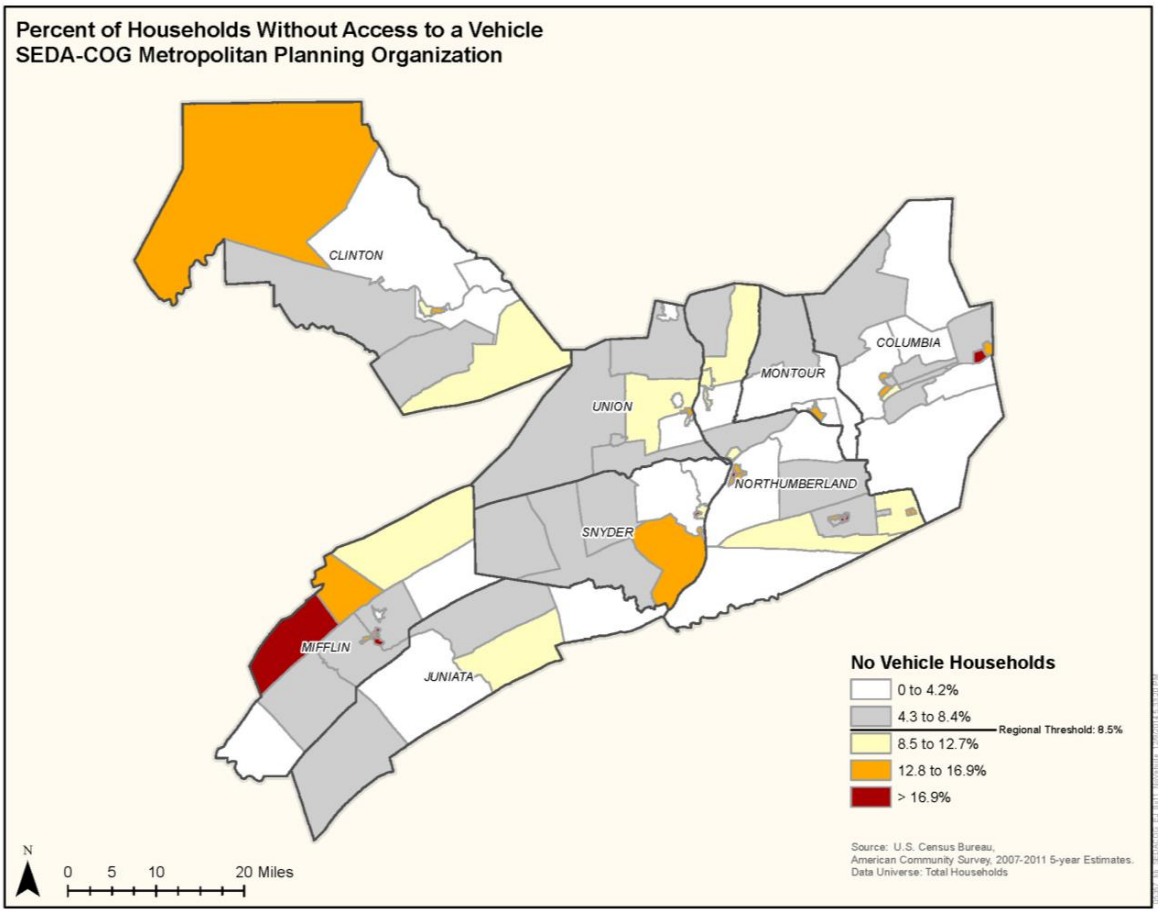
Table 10. Zero Vehicle Households in the SEDA-COG MPO Region

County	Total Households	Zero Vehicle Households	% of Households with Zero Vehicles Available
Clinton	15,282	1,209	7.9
Columbia	25,906	1,956	7.6
Juniata	9,103	600	6.6
Mifflin	18,987	2,046	10.8
Montour	7,200	490	6.8
Northumberland	39,293	3,994	10.2
Snyder	14,320	862	6.0
Union	15,310	1,156	7.6
Total	**145,401**	**12,313**	**8.5**

Source: U.S. Census Bureau, American Community Survey, 5-year Estimate (2007-2011). Table B08201, Household Size by Vehicles Available – Value given as "Total Households: No vehicle available".

As illustrated in **Figure 8,** the areas with the highest concentration of zero-vehicle households are located in the Berwick area of Columbia County, the Lewistown area and the northeastern area of Mifflin County, and the Shamokin and Sunbury areas of Northumberland County.

Figure 8.



Female Head of Household with own Children

While not protected under a Federal Act or Executive Order, female head of household with own children present tend to have lower incomes (nearly half at or below the poverty level) and are considered in this analysis as a traditionally underserved population.

Table 11 gives the SEDA-COG MPO regional distribution and percentage of female head of households with own children present, according to data from the 2011 ACS 5-Year Estimates. The percentage of households which meet this definition is 5.4 percent for the SEDA-COG MPO Region, as compared to the national average of 7.3 percent. The Pennsylvania average is 6.6 percent.

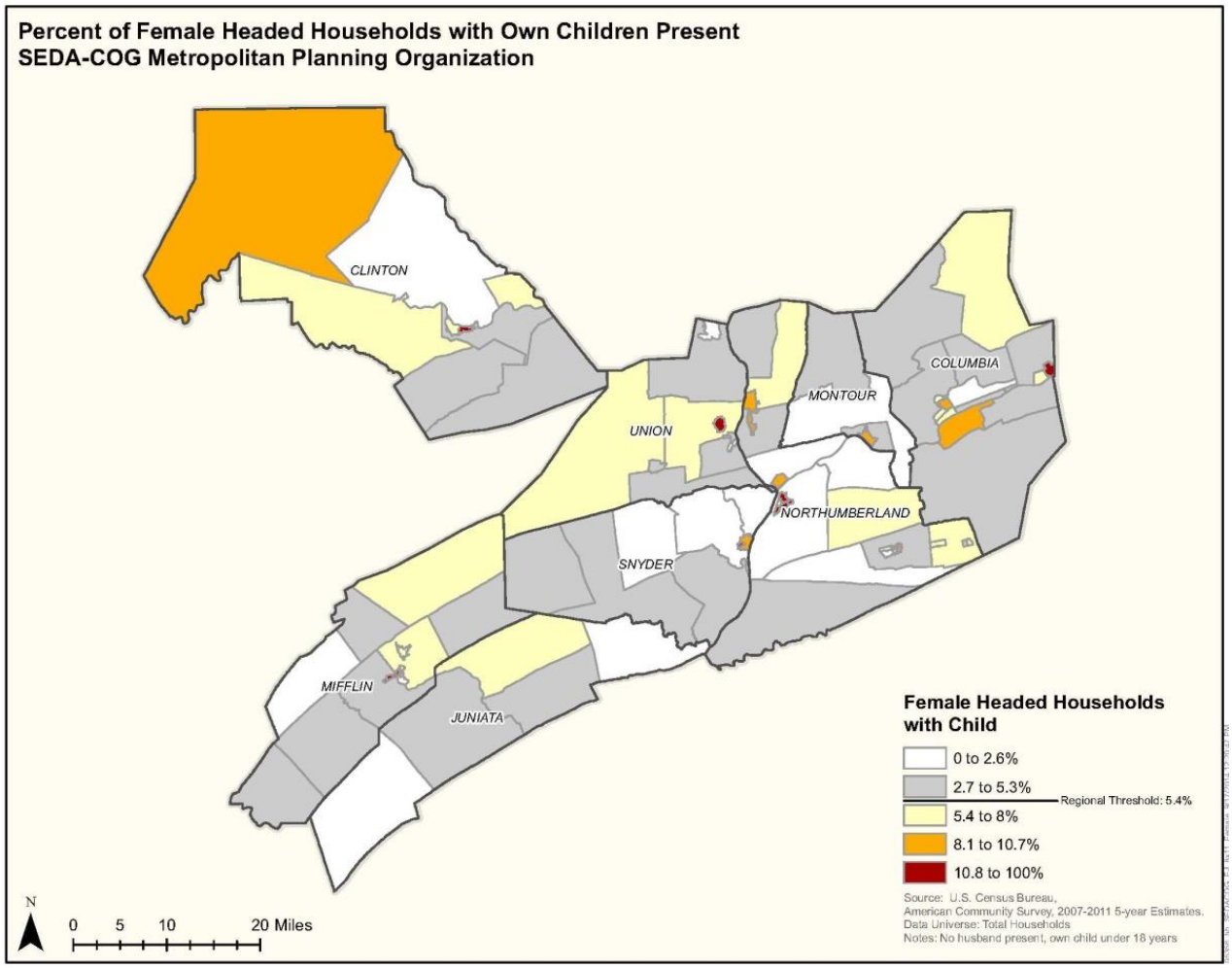
Table 11. Female Head of Household with own Children in the SEDA-COG MPO Region

County	Total Households	Female Head of Household with own Children	% of Female Head of Household with own Children
Clinton	15,282	954	6.2
Columbia	25,906	1,537	5.9
Juniata	9,103	423	4.6
Mifflin	18,987	1,018	5.4
Montour	7,200	309	4.3
Northumberland	39,293	2,402	6.1
Snyder	14,320	512	3.6
Union	15,310	741	4.8
Total	**145,401**	**7,896**	**5.4**

Source: U.S. Census Bureau, American Community Survey, 5-year Estimate (2007-2011). Table DP02, Selected Social Characteristics in the United States, Households by Type – Value given as "Family households: Female householder, no husband present family: With own children under 18 years".

As illustrated in **Figure 9,** the areas with the highest concentration of this population are located the Lock Haven area of Clinton County, the Berwick area of Columbia County, the Lewistown area of Mifflin County, the Sunbury area of Northumberland County, the Selinsgrove area of Snyder County, and the area of the U.S. Penitentiary at Lewisburg. This may be due to the small number of non-prison residents in that area which would cause the percentage of Female Headed Households to be high, even if the total number is small.

Figure 9.


Percent of Female Headed Households with Own Children Present
SEDA-COG Metropolitan Planning Organization
CLINTON
UNION
MONTOUR
COLUMBIA
NORTHUMBERLAND
SNYDER
MIFFLIN
JUNIATA
Female Headed Households with Child
0 to 2.6%
2.7 to 5.3%
Regional Threshold: 5.4%
5.4 to 8%
8.1 to 10.7%
10.8 to 100%
Source: U.S. Census Bureau,
American Community Survey, 2007-2011 5-year Estimates.
Data Universe: Total Households
Notes: No husband present, own child under 18 years
N
0 5 10 20 Miles

Benefits and Burdens Analysis

The Benefits and Burdens Analysis provides feedback on the equity of the TIP, TYP, and LRTP, examines the impact that it has on minority and low income populations[13] and identifies any disproportionate impacts.

Benefits are the positive impacts from investment such as enhancements in transportation services/options, increases in public safety, congestion relief, increased economic vitality, reduced travel times, etc. Burdens, on the other hand, are the adverse effects of investment such as pollution (noise and air), disruption of community cohesion, displacement of persons or businesses, destruction or decrease of economic vitality, adverse employment effects, decline in tax base or property values, diminished esthetics, disruption of businesses, parking/access to transit, congestion, or the denial, delay or reduction of receipt of benefits.

No standardized methodology and set of performance measures has been established for assessing benefits and burdens. Rather, the FHWA/FTA certification review process seeks evidence that MPOs have established an analytic process for assessing the regional benefits and burdens of transportation system investments, with specific consideration as to how these effects are distributed among different socio-economic groups. This includes evidence that there is a data collection process and that the analytical process seeks to assess the benefit and impact distributions of the investments included in the TIP and LRTP.[14]

Analysis Framework

The framework for the Benefits and Burdens Analysis is essentially a comparison in which baseline and forecasted performance measures are overlaid and evaluated relative to the geographic distribution of populations. Performance measures often include commuter travel times, roadway safety and quality of transportation services. Baseline information establishes the primary comparison point and is typically available through existing data sources.

As a forward-looking methodology that will help to inform future updates of the LRTP, the Benefits and Burdens Analysis consists of the following two elements:

- *Development of Baseline Performance Measures* – A baseline set of performance measures, based on existing datasets and sources (e.g., U.S. Census, PennDOT, etc.), are developed to establish a comparison point for evaluating the future progress of transportation equity. For future updates of the LRTP, updated datasets from the same sources may be accessed and an assessment of the plan's equity may be performed.[15]
- *Assessment of Transportation Investment Plan Equity* –The location of planned, future transportation projects and the amount of their investment can be mapped and evaluated in

[13] While multiple EJ and traditionally underserved populations have been identified in this plan, it is important to note that the Benefits and Burdens Analysis was based solely on the geographic location of Minority and In-Poverty Populations. This determination was used under advisement of the specific application of *Executive Order 12898 on Environmental Justice.*
[14] Federal Highway Administration, *Environmental Justice Reference Guide*, April, 1 2015.
[15] If a regional travel demand model is developed for future LRTP updates, the data contained in the current LRTP document will still be useful in both drawing comparisons and calibrating the travel demand model.

relation to minority and low-income populations. This evaluation will provide the primary criteria used to assess the equity of the LRTP.

The intent of the comparisons made in this analysis is to judge how well the benefits and burdens generated by the LRTP projects are balanced between areas with high concentrations of minority and low-income populations, and all other areas of the SEDA-COG MPO Region. For the purposes of the Benefits and Burdens Analysis, the following language will be used when referring to areas with high concentrations of minority and low-income populations:

"High minority" refers to census tracts that have a concentration of minority persons that is greater than or equal to the SEDA-COG MPO regional average of 4.6 percent.

"High in-poverty" refers to census tracts that have a concentration of low-income persons that is greater than or equal to the SEDA-COG MPO regional average of 13.6 percent.

As such, the identification of minority and low-income populations is fundamental to the Benefits & Burdens Analysis. For reference purposes, **Table 12** provides statistics and a brief review of how minority and low-income populations were identified at the census tract level according to the regional averages. The populations are listed according to population "categories" that were applied in summarizing the Benefits & Burdens performance measures. Finally, cross-tabulations of total, minority and low-income populations are given to further clarify the distribution of population across the SEDA-COG MPO Region. **Figure 10** offers a geographic representation of these locations.

The ultimate outcome of this analysis is to ensure comparative transportation equity across the region, with all areas receiving an appropriate share of benefits and burdens.

Figure 10.

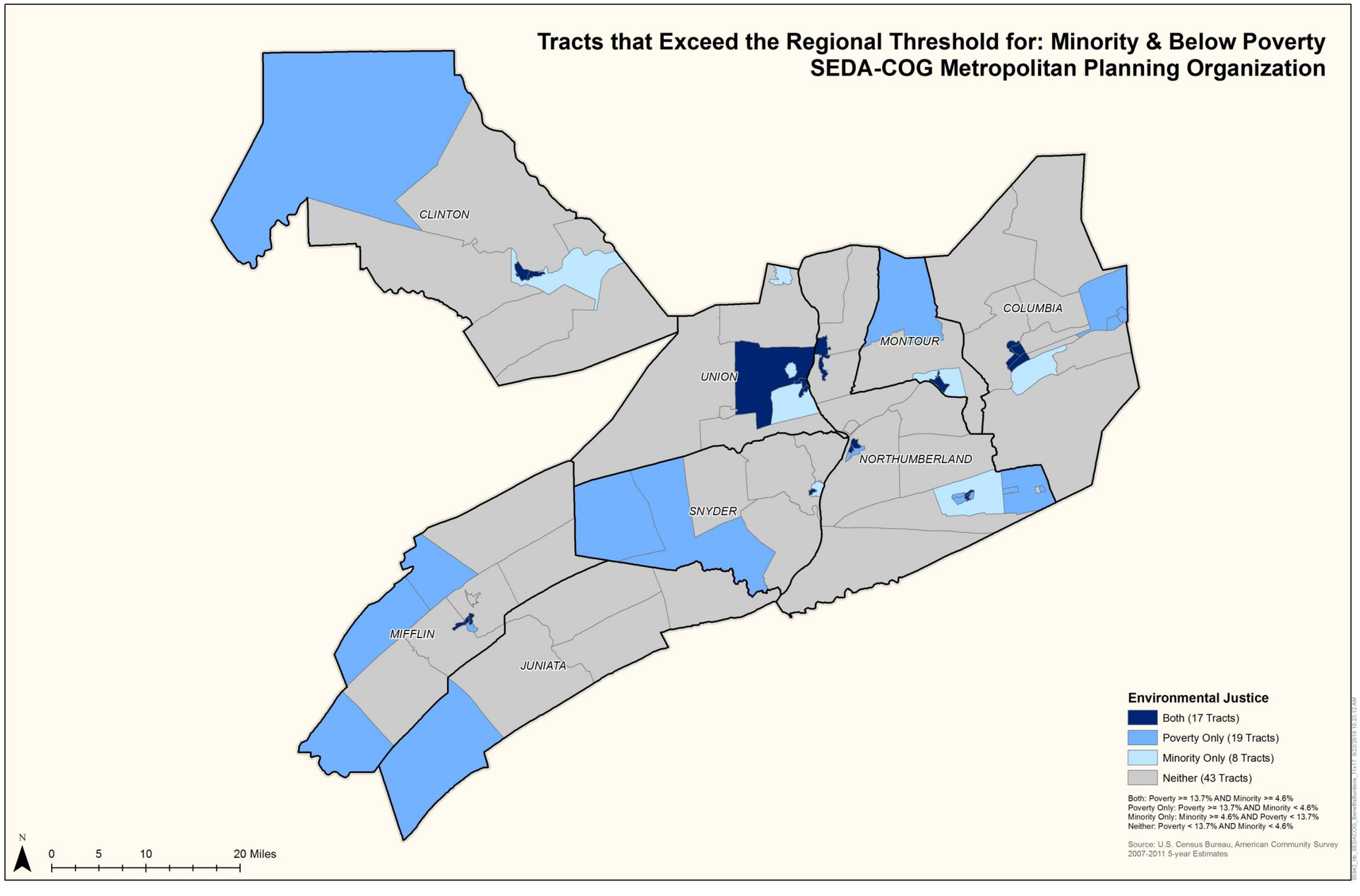

Tracts that Exceed the Regional Threshold for: Minority & Below Poverty
SEDA-COG Metropolitan Planning Organization
CLINTON
COLUMBIA
MONTOUR
UNION
NORTHUMBERLAND
SNYDER
MIFFLIN
JUNIATA
Environmental Justice
Both (17 Tracts)
Poverty Only (19 Tracts)
Minority Only (8 Tracts)
Neither (43 Tracts)
Both: Poverty >= 13.7% AND Minority >= 4.6%
Poverty Only: Poverty >= 13.7% AND Minority < 4.6%
Minority Only: Minority >= 4.6% AND Poverty < 13.7%
Neither: Poverty < 13.7% AND Minority < 4.6%
Source: U.S. Census Bureau, American Community Survey 2007-2011 5-year Estimates
N
0 5 10 20 Miles

Table 12. Population Categories and Benchmarks for Benefits & Burdens Analysis of Performance Measures

Population Area Category	Definition	Number of Census Tracts	Population Distribution Benchmarks			
			Total Population for Minority	Minority Population	Total Population for whom Poverty Status is Determined	In-Poverty Population
High Minority Only	>= 4.6% Minority Population AND Poverty Population <13.6%	8 *(9.2%)*	31,490	6,982 *(22.2%)*	21,893	1,985 *(9.1%)*
High In-Poverty Only	>= 13.6% In-Poverty Population AND Minority Population <4.6%	19 *(21.8%)*	66,338	1,138 (*1.7%)*	65,317	11,179 (*17.1%)*
Both High Minority and High In Poverty	>= 4.6% Minority Population AND >= 13.6% In-Poverty Population	17 *(19.5%)*	70,727	5,593 (*7.9%)*	58,991	15,596 (*26.4%)*
Neither High Minority nor High In-Poverty	< 4.6% Minority Population AND < 13.6% In-Poverty Population	43 *(49.4%)*	205,573	3,653 *(1.8%)*	203,190	18,651 *(9.2%)*
SEDA-COG MPO Region Total		87	374,128	17,366 (*4.6%)*	349,391	47,411 (*13.6%)*

Source: U.S. Census Bureau, 2011 American Community Survey 5-Year Estimates.

Development of Equity & Environmental Justice Performance Measures

A set of performance measures was generated to gauge the advancement of transportation equity and Environmental Justice, and included the following:

- Transportation service levels
- Transportation mobility
- Transportation funding

The performance measurements were designed to be replicable using readily available data sources so that transportation equity considerations may be tracked in subsequent updates of the LRTP.

Transportation Service Levels

Performance measures related to transportation service levels were selected to broadly evaluate the frequency of use, availability, safety and service levels provided by the most prevalent modes of personal transportation—automobile, transit and walking.

Travel Mode to Work

The use of different modes for travel to work was investigated, using U.S. Census data to evaluate the availability and diversity of travel modes used in areas with higher concentrations of minority and in-poverty persons. **Table 13** summarizes the mode use data by total commuters and the percentage of the total commuters who use each mode.

Table 13. Travel Mode to Work for Minority and In-Poverty Areas vs. Other Areas in the SEDA-COG MPO Region

Population Area Category	Total Workers Age 16 +	Car, Truck, or Van		Public Transit	Bicycle	Walk	Work at Home	Other
		Drove Alone	Carpool					
High Minority Only	**10,473**	9,112 *87.0%*	605 *5.8%*	10 *0.1%*	41 *0.4%*	331 *3.2%*	322 *3.1%*	52 *0.5%*
High In-Poverty Only	**27,295**	21,729 *79.6%*	3,087 *11.3%*	106 *0.4%*	76 *0.3%*	952 *3.5%*	976 *3.6%*	369 *1.4%*
Both High Minority and High In-Poverty	**27,569**	19,871 *72.1%*	2,586 *9.4%*	125 *0.5%*	142 *0.5%*	2,671 *9.7%*	1,826 *6.6%*	348 *1.3%*
Neither High Minority nor High In-Poverty	**96,834**	79,142 *81.7%*	9,873 *10.2%*	327 *0.3%*	274 *0.3%*	2,045 *2.1%*	4,215 *4.4%*	958 *1.0%*
SEDA-COG MPO Region Total	**162,171**	129,854 *80.1%*	16,151 *10.0%*	568 *0.4%*	533 *0.3%*	5,999 *3.7%*	7,339 *4.5%*	1,727 *1.1%*

Source: Population data is U.S. Census Bureau, 2011 American Community Survey (ACS), 5-Year Estimates; Transportation data is from ACS U.S. Census Bureau, 2014 American Community Survey, 5-Year Estimates, Table B08006. Demographics data had previously been collected as a part of the Public Participation Plan (December 2014), while transportation data was collected for the LRTP and therefore the most current ACS data was utilized – the two datasets do include two years of overlap.

Clearly, the automobile (e.g., car, truck or van) dominates all other modes for trips to work, with more than 90 percent of all commuters choosing to drive alone or carpool using an automobile. Both high minority and high in-poverty areas showed the greatest use of public transit (at only one-half percent), the highest amount of walkers (at almost 10 percent), and the highest amount of workers who work from home. High in-poverty only areas showed the greatest use of carpooling, while high minority only areas had the smallest amount of public transit commuters.

Roadway Condition

The condition of roadways within high minority and high in-poverty areas was evaluated according to International Roughness Index (IRI) data obtained through PennDOT's Multimodal Project Management System Interactive Query (MPMS IQ). **Table 14** gives the mileage and percentage of state-owned roadway by IRI Quality Range.

Table 14. International Roughness Index for Roadways in Minority and In-Poverty Areas vs. Other Areas in the SEDA-COG MPO Region

Population Area Category	Total Roadway Mileage	Roadway Mileage within IRI Quality Range				
		Excellent	Good	Fair	Poor	Other
High Minority Only	130.5	45.4 *34.7%*	36.6 *28.0%*	15.1 *11.6%*	13.1 *10.1%*	20.3 *15.6%*
High In-Poverty Only	508.2	169.8 *33.4%*	148.1 *29.1%*	100.5 *19.8%*	68.5 *13.5%*	21.3 *4.2%*
Both High Minority and High In-Poverty	138.7	41.9 *30.2%*	33.1 *23.8%*	22.2 *16.0%*	12.3 *8.8%*	29.3 *21.1%*
Neither High Minority nor High In-Poverty	2,301.2	908.5 *39.5%*	603.6 *26.2%*	306.5 *13.3%*	341.9 *14.9%*	140.8 *6.1%*
SEDA-COG MPO Region Total	3,078.7	1,165.5 *37.9%*	821.3 *26.7%*	444.3 *14.4%*	435.8 *14.2%*	211.7 *6.9%*

Source: PennDOT Open Data Portal RMSSEG, April 2016
Sums based on clipping RMS Segment data by IRI classification by Census Tract.

In general, the proportions of mileage for each Quality Range are consistent across most areas. The excellent and good condition ratings are the lowest in the both high minority and high in-poverty area; however, the same area has the highest other condition rating. The highest percentage of mileage with a poor condition rating is located in the neither high minority nor high in-poverty area.

Vehicular & Pedestrian Safety

Vehicular and pedestrian safety in the vicinity of minority and low-income populations was evaluated by overlaying crash history data provided by PennDOT Districts 2 and 3 with the distributive U.S. Census data mapping. The crash history data included reportable crashes for the 5-year period from January 2010 to December 2014. The highest segments for crashes were identified by sampling the crash data and ranking the top 25 locations in the region according to the number of fatal/injury crashes. **Figure 11** illustrates top segment crash locations within high minority and in-poverty areas.

Table 15 gives a comparison of the number of census tracts and population in the vicinity of the top high crash locations. When examining the location of high crash segments, both high minority and high in-poverty areas experienced three times the SEDA-COG MPO regional average of crashes per 1,000 persons. The areas that have high minority and high poverty areas are also generally the more populated areas of the region and have larger overall populations as well as higher traffic volumes. Both of these factors likely contribute to the higher rates of crashes.

Table 15. Top 25 High Crash Locations near Minority & In-Poverty Areas vs. Other Areas in the SEDA-COG MPO Region

Population Area Category	Total Tracts	Total Population	Number of Top 25 Crash Segments	Number of Crashes	Number of Crashes per 1,000 Persons Living in the Census Tract
High Minority Only	8	31,490	1	47	1.5
High In-Poverty Only	19	66,338	3	155	2.3
Both High Minority and High In-Poverty	17	70,727	11	1,281	18.1
Neither High Minority nor High In-Poverty	43	205,573	10	846	4.1
SEDA-COG MPO Region Total	87	374,128	25	2,329	6.2

Source: Top 25 High Crash Locations (PennDOT CDART data, January 2010 – December 2014)

Similar to the analysis of Top 25 high crash locations, **Table 16** describes the number of tracts and population in the vicinity of pedestrian crashes. Pedestrian crashes appear to occur at a higher rate (per 1,000 persons) in the neither high minority nor high in-poverty areas compared to other areas of the SEDA-COG MPO Region. Pedestrian fatalities appear to occur at significantly greater rates (1.7 x the regional average) in the both high-minority and high in-poverty areas compared to other areas. The areas that have high minority and high poverty areas are also generally the more populated areas of the region and also have higher traffic volumes. Both of these factors likely contribute to the higher rates of pedestrian fatalities; however it is a statistic of note that almost 20% of pedestrian crashes are fatal in the both high minority and high in-poverty areas.

Figure 11.

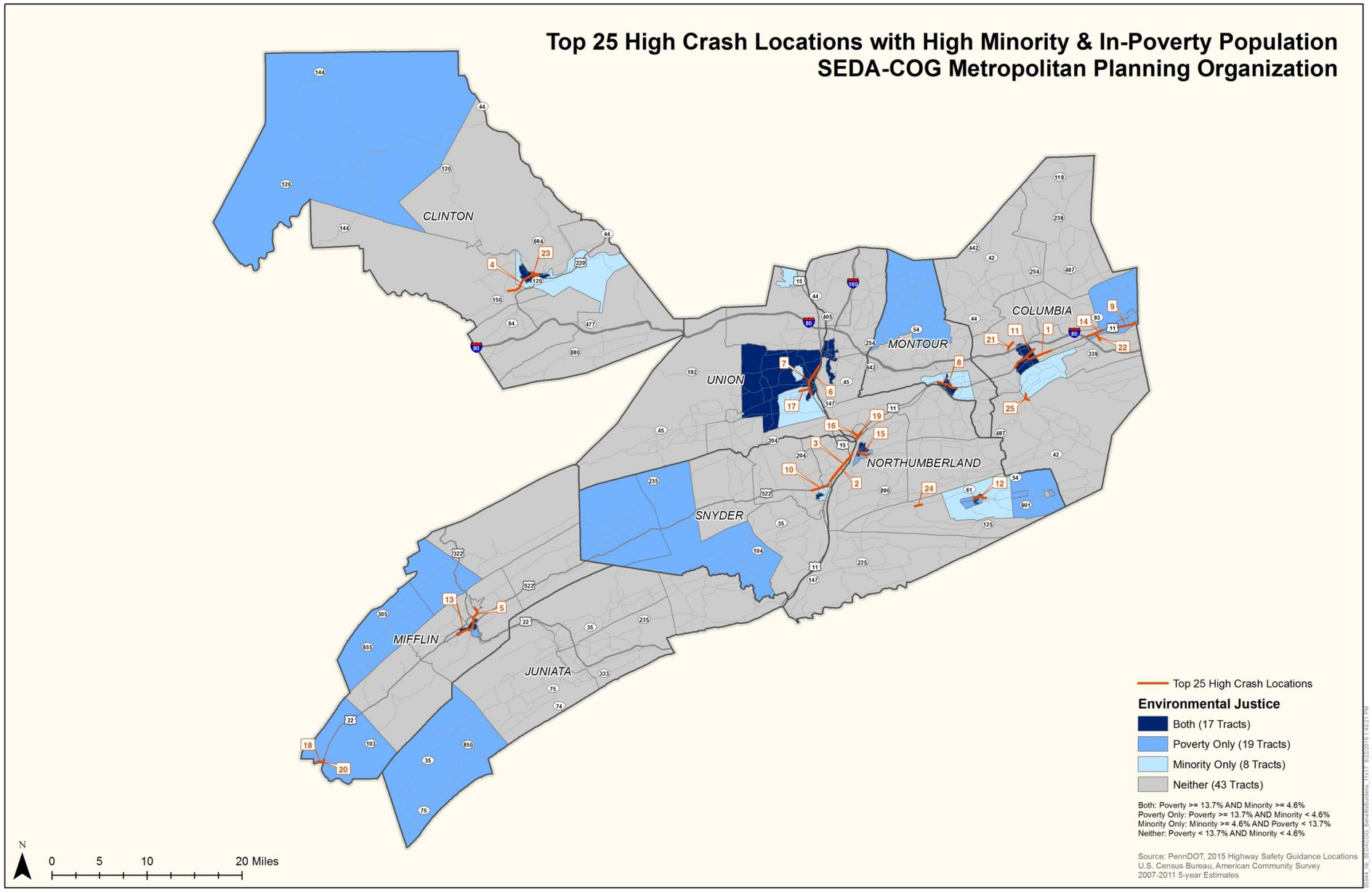

Top 25 High Crash Locations with High Minority & In-Poverty Population
SEDA-COG Metropolitan Planning Organization
CLINTON
UNION
MONTOUR
COLUMBIA
NORTHUMBERLAND
SNYDER
MIFFLIN
JUNIATA
N
0 5 10 20 Miles
Top 25 High Crash Locations
Environmental Justice
Both (17 Tracts)
Poverty Only (19 Tracts)
Minority Only (8 Tracts)
Neither (43 Tracts)
Both: Poverty >= 13.7% AND Minority >= 4.6%
Poverty Only: Poverty >= 13.7% AND Minority < 4.6%
Minority Only: Minority >= 4.6% AND Poverty < 13.7%
Neither: Poverty < 13.7% AND Minority < 4.6%
Source: PennDOT, 2015 Highway Safety Guidance Locations
U.S. Census Bureau, American Community Survey
2007-2011 5-year Estimates

Table 16. Pedestrian Crashes near Minority & In-Poverty Areas vs. Other Areas in the SEDA-COG MPO Region

Population Area Category	Total Tracts	Total Population	Number of Pedestrian Crashes	Number of Pedestrian Crashes per 1,000 persons	Number of Fatal Pedestrian Crashes
High Minority Only	8	31,490	12	0.4	0 *0%*
High In-Poverty Only	19	66,338	36	0.5	3 *8.3%*
Both High Minority and High In-Poverty	43	205,573	59	0.3	11 *18.6%*
Neither High Minority nor High In-Poverty	17	70,727	75	1.1	6 *8.0%*
SEDA-COG MPO Region Total	87	374,128	182	0.5	20 *11.0*

Source: PennDOT Crash Detail List, Pedestrian Collision type (Date Range 1/1/2010 to 12/31/2014, Only crashes on State Routes)

Transportation Mobility

Mobility performance measures were selected to gauge the transportation system's ability to efficiently move persons from origins to destinations throughout the SEDA-COG MPO Region.

Travel Time to Work

U.S. Census ACS data regarding travel time to work was used to measure relative mobility throughout the region. **Table 17** describes the journey-to-work travel times for census tracts according to census determined ranges. The final column of **Table 17** gives an estimate of "Weighted Travel Time" for each Population Area Category. There does not appear to be any significant difference in travel time to work based on the Population Area Category.

Table 17. Travel Time to Work for Minority and In-Poverty Areas vs. Other Areas in the SEDA-COG MPO Region

Population Area Category	Total Workers (Age 16+) who did not work at home	< 10 min.	10-14 min.	15-19 min.	20-24 min.	25-29 min.	30-34 min.	35-44 min.	45-59 min.	> 60 min.	Weighted Avg. Travel Time [1]
High Minority Only	10,151	2,881 *28.4%*	1,735 *17.1%*	1,220 *12.0%*	1,139 *11.2%*	609 *6.0%*	1,002 *9.9%*	479 *4.7%*	625 *6.2%*	461 *4.5%*	14.5
High In-Poverty Only	26,319	5,396 *20.5%*	3,887 *14.8%*	3,154 *12.0%*	3,371 *12.8%*	1,601 *6.1%*	3,342 *12.7%*	1,899 *7.2%*	1,768 *6.7%*	1,901 *7.2%*	16.1
Both High Minority and High In-Poverty	25,743	7,946 *30.9%*	4,818 *18.7%*	3,414 *15.8%*	3,101 *12.0%*	832 *3.2%*	2,183 *8.5%*	1,363 *5.3%*	1,016 *3.9%*	1,070 *4.2%*	14.2
Neither High Minority nor High In-Poverty	92,619	14,296 *15.4%*	14,650 *15.8%*	14,988 *17.0%*	14,548 *15.7%*	5,885 *6.4%*	10,297 *11.1%*	5,388 *5.8%*	5,932 *6.4%*	6,635 *7.2%*	16.4
SEDA-COG MPO Region Total	154,832	30,519 *19.7%*	25,090 *16.2%*	22,776 *16.3%*	22,159 *14.3%*	8,927 *5.8%*	16,824 *10.9%*	9,129 *5.9%*	9,341 *6.0%*	10,067 *6.5%*	15.8

Notes:
[1] Weighted Average Travel Time calculated by multiplying the number of commuters by the average time for each range. For the >60 minute range, a travel time of 90 minutes was assumed. The sum across all ranges was divided by the total number of commuters.

Source: U.S. Census Bureau, ACS, 2014 5-Year Estimates, Table B08134

The travel times and range distribution are somewhat biased by the travel mode share. **Table 18** gives journey-to-work travel time by public transportation versus other modes. The largest percentage of travel times for the region is between 10-19 minutes for modes other than public transit. For the areas that are classified as both High Minority and High In-poverty and the areas that are classified as Neither High Minority nor High Poverty, this time ranges accounts for approximately 31.9% of the population. It should also be noted that based on the evaluation of travel mode (**Table 13**), both high minority and in-poverty areas had a higher proportion of trips made by walking, which is a slower mode of transportation and may impact the travel times shown in **Table 18**.

Table 18. Travel Time to Work by Mode for Minority and In-Poverty Areas vs. Other Areas in the SEDA-COG MPO Region

Population Area Category	Total Workers Age 16+ who did not work at home	Total Workers that take Public Transit	< 10 min.		10-19 min.		20-29 min.		30-44 min.		45-59 min.		>60 min.	
			Public Transit	Modes other than Public Transit	Public Transit	Modes other than Public Transit	Public Transit	Modes other than Public Transit	Public Transit	Modes other than Public Transit	Public Transit	Modes other than Public Transit	Public Transit	Modes other than Public Transit
High Minority Only	10,151	10 *0.1%*	0	2,881 *28.4%*	9 *0.1%*	2,946 *29.0%*	1 *0.01%*	1,611 *15.9%*	0	1,481 *14.6%*	0	625 *6.2%*	0	461 *4.5*
High In-Poverty Only	26,319	106 *0.4%*	0	5,396 *20.5%*	5 *0.02%*	7,036 *26.7%*	0	4,910 *18.7%*	33 *0.1%*	5,208 *19.8%*	0	1,768 *6.7*	68 *0.3%*	1,833 *7.0%*
Both High Minority and High In-Poverty	25,743	125 *0.5%*	0	7,946 *31.2%*	9 *0.04%*	8,223 *31.9%*	20 *0.1%*	2,995 *11.6%*	9 *0.03%*	3,537 *13.7%*	38 *0.1%*	978 *3.8%*	49 *0.2%*	1,021 *4.0%*
Neither High Minority nor High In-Poverty	92,619	327 *0.4%*	32 *0.03%*	14,264 *15.4%*	137 *0.1%*	29,501 *31.9%*	42 *0.04%*	16,133 *17.4%*	55 *0.06%*	15,630 *16.9%*	2 *0.002%*	5,930 *6.4%*	59 *0.06%*	6,576 *7.1%*
SEDA-COG MPO Region Total	154,832	568 *0.4%*	32 *0.02%*	30,487 *19.7%*	160 *0.1%*	47,706 *30.8%*	63 *0.04%*	25,649 *16.6%*	97 *0.06%*	25,856 *16.7%*	40 *0.03%*	9,301 *6.0%*	176 *0.1%*	9,891 *6.4%*

Source: Population data is U.S. Census Bureau, 2011 American Community Survey (ACS), 5-Year Estimates; Transportation data is from ACS U.S. Census Bureau, 2014 American Community Survey, 5-Year Estimates, Table B08134. Demographics data had previously been collected as a part of the Public Participation Plan (December 2014), while transportation data was collected for the LRTP and therefore the most current ACS data was utilized – the two datasets do include two years of overlap.

Transportation Funding

The principles of Environmental Justice are aimed at preventing the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations. The establishment of transportation funding as a performance measure is consistent with this principle by supporting the evaluation of funding priorities considered for the LRTP, including the Twelve Year Program. Mapping and analyzing transportation funding can assist in making the prioritization process more open and accountable to the public. In developing this funding performance measure, the core issue is whether or not the number and types of projects and the total project investment are equitably distributed throughout the SEDA-COG MPO Region.

Transportation funding as a performance measure is appealing, particularly for its simplicity, but there are limitations that must be acknowledged. "Benefits" cannot always be effectively ascribed to a specific location. For example, many significant projects, such as transit vehicle replacements and non-specific line item funding programs for bridges and roadway projects cannot be readily mapped to specific locations, yet they may deliver significant benefits to traditionally underserved populations. In addition, transportation projects that can be "mapped" to areas without high concentrations of minority or low-income persons could be projects of critical regional and economic significance, including improvements to interstate facilities and major arterial corridors. Such projects benefit all travelers, not just local populations, by improving access to employment and activity centers.[16] At the same time, transportation projects that deliver benefits for regional travelers may also create burdens for populations in immediate proximity to the right-of-way in the form of noise, air quality, safety for pedestrians or drivers, etc. These burdens or adverse impacts may not be fully understood until preliminary design alignments and concepts are being examined.[17]

Equity Assessment of the Existing TYP

Patterns of transportation investment spending from the existing TYP were evaluated to consider the distributional effects for minority and low-income populations. As shown in **Table 19**, the locatable projects from the existing TYP for the SEDA-COG MPO Region have a total value of **$973,062,938**. This TYP is weighted heavily toward spending on bridge, highway, and new alignment projects.

Figure 12 illustrates the geographic proximity between different TYP project types and high minority and high in-poverty areas. **Table 19** summarizes the dollar value of the projects according to the project type and the geographic proximity to high minority and in-poverty populations. There was a total investment of approximately $30 million (three percent of the TYP) in high minority only areas and $132 million (13 percent of the TYP) in high in-poverty only areas and $48 million (five percent of the TYP) in both high minority and high in-poverty areas. The majority of spending (78 percent of the TYP) is invested in neither high minority nor high in-poverty areas. These projects may also have benefits to other areas by providing better access to jobs in the region. When evaluated on a dollar per roadway mile basis, the spending by population area category is actually much more equitable, and the most spending per roadway mile is located in the both high minority and high in-poverty areas.

[16] The extent of these benefits would be measureable through the use of a regional travel demand model, a tool which is not currently available for the SEDA-COG MPO region.
[17] Environmental Justice is a topic requiring additional environmental study in the NEPA/Project Development stage.

Table 19. Existing Transportation Investment by Category by Proximity to High Minority and/or High In-Poverty Populations within the SEDA-COG MPO Region (2017-2028)

Project Category	Population Area Category				
	High Minority Only	In-Poverty Only	Both High Minority and High In-Poverty	Neither High Minority nor High In-Poverty	SEDA-COG MPO Region Total
BRIDGE	$11,894,740 *4.1%*	$86,448,589 *29.6%*	$5,256,308 *1.8%*	$188,429,234 *64.5%*	$292,028,871
GENERAL MAINTENANCE	0	$10,000 *20.0%*	$10,000 *20.0%*	$30,000 *60.0%*	$50,000
HIGHWAY	$16,130,343 *4.9%*	$42,599,339 *12.8%*	$34,512,210 *10.4%*	$239,103,278 *71.9%*	$332,345,170
INTERSTATE MAINTENANCE	0	0	0	$5,050,000 100.0%	$5,050,000
INTELLIGENT TRANS. SYSTEM	0	$641,667 *3.7%*	0	$16,603,297 *96.3%*	$17,244,964
NEW ALIGNMENT	0	0	0	$299,909,117 *100%*	$299,909,117
RAIL GRADE CROSSING	0	0	$5,030,000 *89.7%*	$576,800 *10.3%*	$5,606,800
BRIDGE REMOVAL	0	$500,000 *21.9%*	0	$1,785,000 *78.1%*	$2,285,000
REST AREA	0	0	0	$5,239,464 *100%*	$5,239,464
SAFETY	$2,214,000 23.1%	$2,000,000 20.8%	$3,437,152 25.8%	*$1,950,000* 20.3%	$9,601,152
STUDY	0	0	0	*$3,702,400* *100.0%*	*$3,702,400*
Total Projects with Location Information	**$30,239,083** ***3.1%***	**$132,199,595** ***13.6%***	**$48,245,670** ***5.0%***	**$762,378,590** ***78.3%***	**$973,062,938**
Roadway Mileage	*130.5*	*508.2*	*138.7*	*2,301.2*	3,078.7
$/Roadway Mile	***$231,717.11***	***$260,133.01***	***$347,841.89***	***$331,296.10***	**$316,062.93**

*The total for projects with no location information is $69,307,484. The location of the project was based on the project's center point relative to the census tract.

Source: SEDA-COG TYP (2017-2028); PennDOT MPMS IQ.

Figure 12.

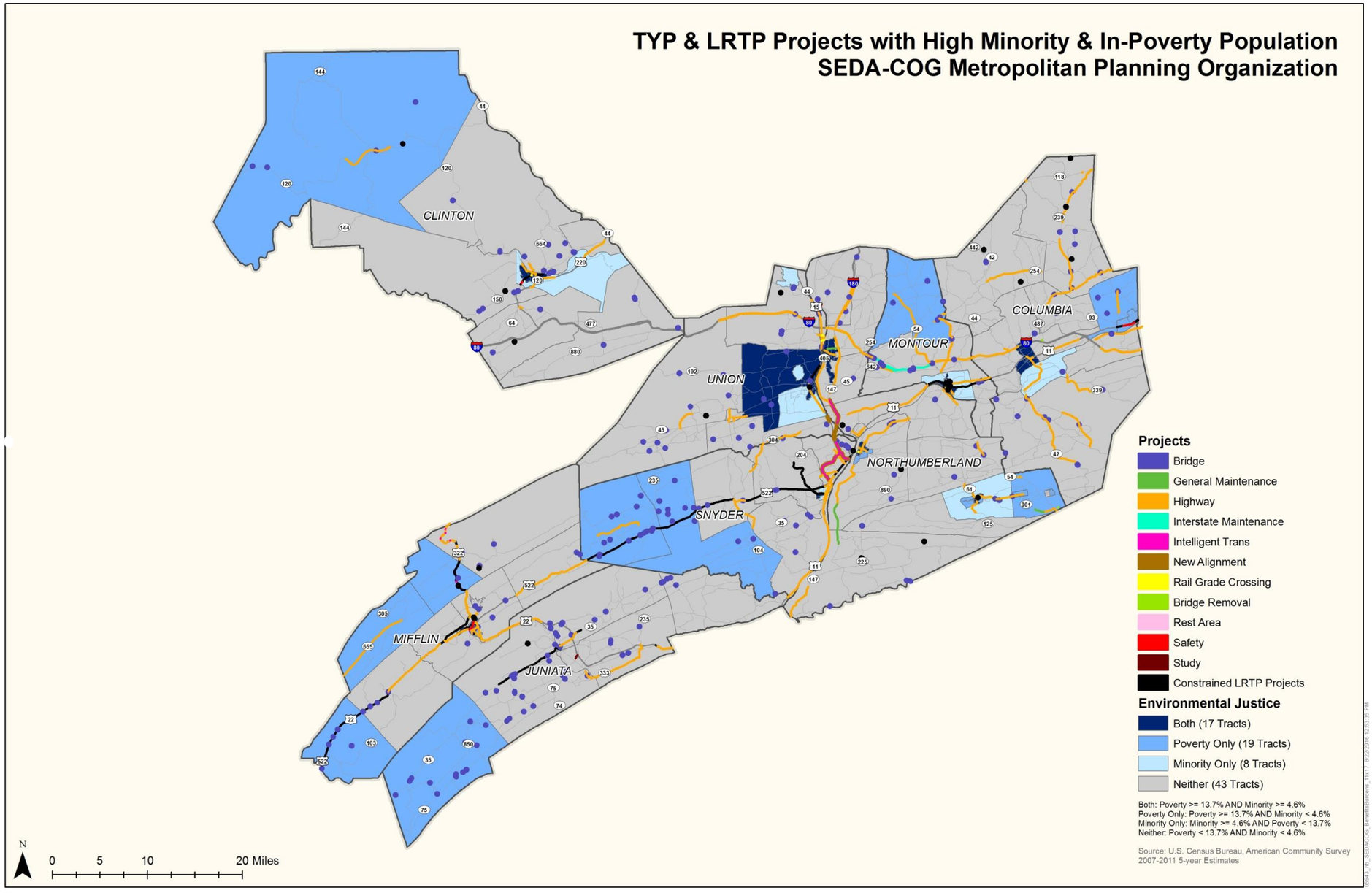

TYP & LRTP Projects with High Minority & In-Poverty Population
SEDA-COG Metropolitan Planning Organization
CLINTON
UNION
MONTOUR
COLUMBIA
NORTHUMBERLAND
SNYDER
MIFFLIN
JUNIATA
Projects
Bridge
General Maintenance
Highway
Interstate Maintenance
Intelligent Trans
New Alignment
Rail Grade Crossing
Bridge Removal
Rest Area
Safety
Study
Constrained LRTP Projects
Environmental Justice
Both (17 Tracts)
Poverty Only (19 Tracts)
Minority Only (8 Tracts)
Neither (43 Tracts)
Both: Poverty >= 13.7% AND Minority >= 4.6%
Poverty Only: Poverty >= 13.7% AND Minority < 4.6%
Minority Only: Minority >= 4.6% AND Poverty < 13.7%
Neither: Poverty < 13.7% AND Minority < 4.6%
Source: U.S. Census Bureau, American Community Survey 2007-2011 5-year Estimates
N
0 5 10 20 Miles

Table 20 includes all locatable projects from the current TYP and identifies whether that project is located in a population that fits the criteria of high minority only, high in-poverty only, both high minority and high in-poverty, or neither high minority or high in-poverty.

Table 20. Locatable TYP Projects and Proximity to High Minority and/or High In-Poverty Populations within the SEDA-COG MPO Region (2017-2028)

ID #	Project Name	Project Classification	County	EJ Population
3784	PA 477 Fishing Creek Bridge.	Bridge Replacement	Clinton	NEITHER
3790	Lick Run Bridge	Bridge Replacement	Clinton	NEITHER
3797	PA 120/Montours Run	Bridge Replacement	Clinton	POVERTY
3798	Plum Run BOX STA	Bridge Replacement	Clinton	NEITHER
3850	SR 1001 Improvements	Highway Reconstruction	Clinton	NEITHER
3859	PA 44/Pine Creek Bridge	Bridge Replacement	Clinton	NEITHER
3861	Laurel Run Bridge	Bridge Replacement	Clinton	NEITHER
4090	Tributary Locust Run Bridge	Bridge Replacement	Juniata	NEITHER
4161	SR 2006 over Delaware Creek	Bridge Replacement	Juniata	NEITHER
4169	SR 1006 Horning Run Bridge	Bridge Replacement	Juniata	NEITHER
4189	PA 75 Hunter's Creek	Bridge Replacement	Juniata	NEITHER
4190	Bridge over NS Railroad	Bridge Replacement	Juniata	NEITHER
4191	Tributary Juniata River BOX	Bridge Replacement	Juniata	NEITHER
4196	Horning Run Bridge	Bridge Replacement	Juniata	NEITHER
4208	Tuscarora Creek Bridge	Bridge Replacement	Juniata	POVERTY
4212	Lost Creek Bridge	Bridge Replacement	Juniata	NEITHER
4582	Lewistown Narrows Rehabilitation	Highway Reconstruction	Mifflin	NEITHER
4585	2017 SEDA-COG Bridge Preservation	Bridge Preservation - Federal funded	Mifflin	BOTH
4600	Messer Run Bridge	Bridge Replacement	Mifflin	NEITHER
4601	2018 SEDA-COG Bridge Preservation	Bridge Preservation - Federal funded	Clinton	MINORITY
4641	2019 SEDA-COG Bridge Preservation	Bridge Preservation - Federal funded	Juniata	POVERTY
4643	Kish Creek Bridge	Bridge Replacement	Mifflin	NEITHER
4679	Treaster Run Bridge	Bridge Replacement	Mifflin	NEITHER
4719	Jacks Creek Bridge	Bridge Replacement	Mifflin	NEITHER
5377	T-812 over Coles Creek	Bridge Replacement	Columbia	NEITHER
5560	SR 42 over Roaring Creek	Bridge Replacement	Columbia	NEITHER
5585	PA 339 over Beaver Run	Bridge Restoration	Columbia	NEITHER
5637	SR 2005 over Tributary to Roaring Creek	Bridge Restoration	Columbia	NEITHER
6303	T-396 over East Branch Chillisquaque Creek	Bridge Replacement	Montour	POVERTY

ID #	Project Name	Project Classification	County	EJ Population
6340	T-417 over Beaver Run	Bridge Replacement	Montour	POVERTY
6754	SR 45 over Chillisquaque Creek	Bridge Restoration	Northumberland	NEITHER
6766	SR 2022 over Tributary to Shamokin Creek	Bridge Replacement	Northumberland	NEITHER
6846	T-469 over Swift Run	Bridge Replacement	Snyder	POVERTY
6872	US 522 over Beaver Creek	Bridge Replacement	Snyder	POVERTY
6874	US 522 over Middle Creek	Bridge Replacement	Snyder	NEITHER
6886	US 522 over Tributary to Middle Creek	Bridge Replacement	Snyder	POVERTY
6899	US 522 over Beaver Creek	Bridge Replacement	Snyder	POVERTY
7427	SR 3004 over Cedar Run	Bridge Replacement	Union	NEITHER
7498	T-309 over Penns Creek	Bridge Replacement	Union	NEITHER
68982	SR 2008 over Wolf Run	Bridge Replacement	Mifflin	NEITHER
69387	Long Hollow Run Bridge	Bridge Replacement	Mifflin	POVERTY
69422	Hollenback Run Bridge	Bridge Replacement	Clinton	NEITHER
69425	Tributary Juniata River BOX	Bridge Replacement	Juniata	NEITHER
69493	Mill Run Bridge	Bridge Replacement	Clinton	POVERTY
69503	SR 4005 Young Womens Creek	Bridge Replacement	Clinton	POVERTY
69507	SR 0322 Bridge	Bridge Replacement	Mifflin	NEITHER
72351	T-321 over Sweitzers Run	Bridge Replacement	Union	NEITHER
72354	T-383 over Rapid Run	Bridge Replacement	Union	NEITHER
72767	Lewistown to County Line Betterment	Highway Restoration	Mifflin	NEITHER
76398	CSVT North Section	New Alignment	Union	NEITHER
76400	CSVT Paving North Section	New Alignment	Union	NEITHER
76401	CSVT Southern Section	New Alignment	Snyder	NEITHER
76403	CSVT Paving South Section	New Alignment	Snyder	NEITHER
76404	CSVT PA 61 Connector	New Alignment	Snyder	NEITHER
78596	2016 SEDA-COG Bridge Preservation	Bridge Preservation - Federal funded	Juniata	NEITHER
78979	SR 1011 over White Deer Creek	Bridge Restoration	Union	NEITHER
79049	SR 3018 over Mahantango Creek	Bridge Restoration	Northumberland	NEITHER
81405	SR 35 Cocolamus Creek	Bridge Replacement	Juniata	NEITHER
81406	SR 35 Tributary Cocolamus Creek	Bridge Replacement	Juniata	NEITHER
81423	Tributary Jacks Creek Bridge	Bridge Replacement	Mifflin	NEITHER
81485	SR 333 Blue Spring Run BOX	Bridge Restoration	Juniata	NEITHER
81491	County Line to Belleville	Highway Restoration	Mifflin	POVERTY
81517	Laurel Run	Bridge Replacement	Mifflin	NEITHER
81528	SR 2005 Br. Kish Creek BOX	Bridge Replacement	Mifflin	NEITHER
81529	Tea Creek Bridge #2	Bridge Replacement	Mifflin	POVERTY
82358	SR 35 East Licking Creek	Bridge Replacement	Juniata	NEITHER
82774	SR 1020 over Pine Creek	Bridge Restoration	Columbia	NEITHER
82778	SR 1016 over Tributary Muddy Run	Bridge Replacement	Northumberland	NEITHER

ID #	Project Name	Project Classification	County	EJ Population
82994	Commuter Parking Study	Study phase of project	Juniata	NEITHER
85148	SR 0880 over Rauchtown Creek	Bridge Replacement	Clinton	NEITHER
85149	SR 0880 Rauchtown Creek II	Bridge Replacement	Clinton	NEITHER
85165	SR 0035 over Tributary Lick Run	Bridge Replacement	Juniata	POVERTY
85172	Cocolamus Creek Br #2 STA	Bridge Replacement	Juniata	NEITHER
85178	SR 0075 over Tributary Tuscaro	Bridge Replacement	Juniata	POVERTY
85179	Tributary to Tuscarora Creek II	Bridge Replacement	Juniata	POVERTY
85180	SR 0075 over Tributary Tuscaro	Bridge Replacement	Juniata	NEITHER
85182	SR 0035 over Willow Run	Bridge Replacement	Juniata	POVERTY
85184	SR 1002 Tributary. Lost BOX	Bridge Replacement	Juniata	NEITHER
85188	SR 2007 over Doe Run	Bridge Replacement	Juniata	NEITHER
85191	SR 3002 over Locust Run	Bridge Replacement	Juniata	NEITHER
85192	SR 3013 over Tributary Tuscar	Bridge Replacement	Juniata	NEITHER
85193	SR 3016 over McKinley Run BOX	Bridge Replacement	Juniata	POVERTY
85194	SR 3021 over Tributary Tuscar	Bridge Replacement	Juniata	POVERTY
85196	SR 850 over Willow Run	Bridge Replacement	Juniata	POVERTY
85205	SR 3017 Markee Creek BOX	Bridge Replacement	Juniata	NEITHER
85206	SR 3023 over Tuscarora Creek	Bridge Replacement	Juniata	POVERTY
85276	Branch Long Hollow II	Bridge Replacement	Mifflin	POVERTY
85277	SR 0022 over Tributary Juniata	Bridge Replacement	Mifflin	NEITHER
85278	SR 0022 over Tributary Juniata	Bridge Replacement	Mifflin	NEITHER
85289	SR 0022 over Town Run	Bridge Replacement	Mifflin	NEITHER
85291	SR 1002 over Dry Creek	Bridge Replacement	Mifflin	NEITHER
85299	Lewistown Bridge	Bridge Replacement	Mifflin	POVERTY
85300	Lewistown Bridge II	Bridge Replacement	Mifflin	POVERTY
85623	SR 147 over Tributary to Susquehanna River	Bridge Restoration	Northumberland	NEITHER
87569	SR 54 to Columbia Co	Highway Reconstruction	Montour	NEITHER
87882	PA 339 from West Street to Nescopeck Borough	Highway Restoration	Columbia	NEITHER
87885	SR 254 from Little Fishing Creek to SR 4041	Highway Restoration	Columbia	NEITHER
87889	SR 3006 to Middleburg Borough	Highway Restoration	Snyder	NEITHER
87896	US 11 from US 522 to Roosevelt Avenue	Highway Restoration	Snyder	NEITHER
87898	SR 642 from Northumberland County to SR 45	Highway Restoration	Montour	NEITHER
87901	SR 642 from SR 54 to Diehl Road	Highway Restoration	Montour	NEITHER
87908	SR 147 from SR 4020 to SR 4018	Highway Restoration	Northumberland	NEITHER
87909	SR 54 from Montour County to Boyd Station	Highway Restoration	Northumberland	NEITHER
87910	SR 61 from Uniontown to Weigh Scales	Highway Restoration	Northumberland	MINORITY
87911	SR 125 from Burnside Road to SR 61	Highway Restoration	Northumberland	BOTH
87944	SR 61 from Lancaster Switch to Coal Township	Highway Restoration	Northumberland	MINORITY
87947	SR 147 from SR 45 to Muddy Run	Highway Restoration	Northumberland	NEITHER

ID #	Project Name	Project Classification	County	EJ Population
87968	US 15 from Abbey Lane to SR 192	Highway Restoration	Union	BOTH
87972	US 15 from Pine Ridge Road to Abbey Lane	Highway Restoration	Union	MINORITY
87988	SR 442 over West Branch Run	Bridge Replacement	Columbia	NEITHER
87990	SR 2008 over Tributary to Shamokin Creek	Bridge Replacement	Northumberland	NEITHER
87994	SEDA-COG Scour Contract	Bridge Preservation - Federal funded	Northumberland	BOTH
88016	SR 1013 over Tributary to Penns Creek	Bridge Replacement	Snyder	NEITHER
88025	SR 2001 over Beaver Run	Bridge Replacement	Union	BOTH
88034	SR 2005 over Roaring Creek	Bridge Restoration	Columbia	NEITHER
88051	SR 1020 over Fishing Creek	Bridge Restoration	Columbia	NEITHER
88175	Tributary Cocolamus Creek Bridge	Bridge Replacement	Juniata	NEITHER
88181	Long Run Bridge II	Bridge Replacement	Clinton	NEITHER
88526	0220 Pavement Restoration	Highway Reconstruction	Clinton	MINORITY
88528	T-361 over Middle Branch Chillisquaque Creek	Bridge Replacement	Montour	POVERTY
88776	SR 1007 over Tributary to Warrior Run Creek	Bridge Replacement	Northumberland	NEITHER
88778	SR 54 over Diebler Creek	Bridge Replacement	Northumberland	NEITHER
88796	SR 44 over Dry Run	Bridge Restoration	Northumberland	NEITHER
88797	SR 487 over Tributary to Fishing Creek	Bridge Restoration	Columbia	NEITHER
88798	Substructure Contract	Bridge Preservation - Federal funded	Northumberland	BOTH
88801	SR 3024 over Tributary to Mahantango Creek	Bridge Replacement	Northumberland	NEITHER
88803	SR 487 over Tributary Roaring Creek	Bridge Replacement	Columbia	NEITHER
88939	SR 254 from Cromley Drive to Columbia County Line	Highway Reconstruction	Montour	POVERTY
88942	SR 2017 from Sand Hill Road to US 522	Highway Reconstruction	Snyder	MINORITY
89985	Big Fishing Creek Bridge 2	Bridge Replacement	Clinton	NEITHER
91431	SR 487 over Tributary to Fishing Creek	Bridge Restoration	Columbia	NEITHER
91451	Creek Road to SR 54	Highway Restoration	Montour	NEITHER
91515	SR 75 Eshs Run Bridge	Bridge Replacement	Juniata	NEITHER
91608	SR 1012 Laurel Run Bridge	Bridge Replacement	Mifflin	NEITHER
91609	SR 3001 Kish Creek Bridge	Bridge Replacement	Mifflin	POVERTY
91962	Tributary Cocolamus Creek BOX	Bridge Replacement	Juniata	NEITHER
93272	Little Plum Run BOX	Bridge Replacement	Clinton	NEITHER
93274	Plum Run BOX	Bridge Replacement	Clinton	NEITHER
93301	Mill Race BOX	Bridge Replacement	Clinton	NEITHER
93303	Croak Hollow Run BOX	Bridge Replacement	Clinton	NEITHER
93308	Tributary Juniata River BOX	Bridge Replacement	Mifflin	POVERTY

ID #	Project Name	Project Classification	County	EJ Population
93310	Paul Mack Boulevard	Highway Reconstruction	Clinton	BOTH
93311	Seven Mountains Paving	Highway Reconstruction	Mifflin	NEITHER
93312	Reedsville to Burnham	Highway Reconstruction	Mifflin	NEITHER
93313	SR 22 Lewistown Paving	Highway Reconstruction	Mifflin	NEITHER
93314	McVeytown Strodes Mills	Highway Reconstruction	Mifflin	NEITHER
93316	Electric Avenue Betterment	Highway Reconstruction	Mifflin	BOTH
93317	Norfolk Southern Bridge	Bridge Replacement	Clinton	POVERTY
93318	SR 1002 West Bridge Susquehanna River	Bridge Replacement	Clinton	MINORITY
93343	Lock Haven Signal Improvement	Safety Improvement	Clinton	MINORITY
93506	US 15 Bridge Preservation	Bridge Preservation - Federal funded	Snyder	NEITHER
93522	SR 2009 over Tributary to Catawissa Creek	Bridge Replacement	Columbia	MINORITY
93523	SR 4008 over Tributary to Fishing Creek	Bridge Replacement	Columbia	NEITHER
93524	SR 54 over Stony Brook	Bridge Replacement	Montour	POVERTY
93525	SR 254 over Mud Creek	Bridge Replacement	Montour	POVERTY
93527	SR 3006 over Tributary to N. Branch Mahantango Creek	Bridge Replacement	Snyder	POVERTY
93529	SR 3005 over Tributary to Buffalo Creek	Bridge Replacement	Union	NEITHER
93578	SR 3014 over Tributary to Susquehanna River	Bridge Replacement	Columbia	NEITHER
93579	SR 1017 over Branch of Briar Creek	Bridge Replacement	Columbia	POVERTY
93580	SR 2003 over Mill Creek	Bridge Replacement	Columbia	NEITHER
93603	SR 4002 over Kipps Run	Bridge Replacement	Northumberland	NEITHER
93606	SR 2006 over Tributary to Chapman Creek	Bridge Replacement	Snyder	NEITHER
93607	SR 2007 over Tributary to Middle Creek	Bridge Replacement	Snyder	NEITHER
93608	SR 642 over Tributary to Mahoning Creek	Bridge Replacement	Montour	POVERTY
93610	SR 3002 over Tributary to Whitehorn Run	Bridge Replacement	Union	NEITHER
93614	SR 2009 over Tributary to Winfield Creek	Bridge Replacement	Union	NEITHER
93615	T-359 over North Branch of Buffalo Creek	Bridge Replacement	Union	NEITHER
93624	T-667 over Raven Creek	Bridge Replacement	Columbia	NEITHER
93642	T-802 over South Branch of Roaring Creek	Bridge Replacement	Northumberland	NEITHER
93644	SR 3001 over Tributary to Penns Creek	Bridge Replacement	Union	NEITHER
93646	SR 235 over Tributary to Laurel Run	Bridge Replacement	Union	NEITHER
93648	SR 2007 over Tributary to Middle Creek	Bridge Replacement	Snyder	NEITHER
93649	SR 4018 over South Branch of Plum Creek	Bridge Replacement	Northumberland	NEITHER
93650	SR 3007 over Tributary to Mauses Creek	Bridge Restoration	Montour	NEITHER

ID #	Project Name	Project Classification	County	EJ Population
93721	Tributary Stony Run	Bridge Replacement	Juniata	NEITHER
93940	SR 1020 Reeds Run BOX	Bridge Replacement	Clinton	NEITHER
93955	SR 35 Tributary Doyle Run Bridge	Bridge Replacement	Juniata	POVERTY
94702	US 11 from East Main Street to 6th Street	Highway Reconstruction	Columbia	BOTH
94710	Snyder County Membrane Group #2	Bridge Preservation - Federal funded	Snyder	POVERTY
94711	Union County Membrane Group #3	Bridge Preservation - Federal funded	Union	POVERTY
94712	Snyder County Membrane Group #4	Bridge Preservation - Federal funded	Snyder	POVERTY
96678	SR 147 from Packer Island Bridge to 8th Street	Highway Reconstruction	Northumberland	NEITHER
96703	Lock Haven RR Warn Development	Rail Highway Grade Crossing	Clinton	BOTH
97540	Mile Run to SR 1010	Highway Restoration	Union	NEITHER
97547	I-80 West Bound Lane from SR 3013 to SR 3006	Interstate Maintenance Program	Montour	NEITHER
97549	I-180 from SR 54 to SR 147	Highway Restoration	Northumberland	NEITHER
97556	I-80 East Bound Lane from SR 3013 to SR 54	Interstate Maintenance Program	Montour	NEITHER
97557	SR 1025 over East Branch of Briar Creek	Bridge Restoration	Columbia	POVERTY
97560	Mile Run to SR 1010 WB	Highway Restoration	Union	NEITHER
97562	I-80 West Bound Lane from PA 339 to Luzerne County	Highway Restoration	Columbia	NEITHER
97564	I-80 East Bound Lane from SR 405 to Montour County	Highway Restoration	Northumberland	NEITHER
97593	SR 54 from Locust Gap to Locust Summit	Highway Reconstruction	Northumberland	POVERTY
97641	US 11 over Tb Sechler Run	Bridge Replacement	Montour	NEITHER
97643	US 11 over Sechler Run	Bridge Replacement	Montour	NEITHER
97648	US 11 Signals Berwick Borough	Safety Improvement	Columbia	POVERTY
97652	SR 487 from Susquehanna River to US 11	Highway Reconstruction	Columbia	BOTH
97653	US 11 from Bridge Avenue to Old Danville Road	Highway Reconstruction	Northumberland	NEITHER
97655	SR 901 from Locust Gap to Locust Summit	Highway Reconstruction	Northumberland	POVERTY
97679	W Br Susquehanna River to Milton	Highway Restoration	Northumberland	BOTH
97695	SR 487 from Hollow Road to PA 239	Highway Restoration	Columbia	NEITHER
97708	Locust Gap to Locust Summit	General Maintenance	Northumberland	POVERTY
97714	US 522 from Bridge St to US 11	Highway Restoration	Snyder	MINORITY

ID #	Project Name	Project Classification	County	EJ Population
97736	I-80 East Bound Rest Area	Rest Area/Welcome Center	Columbia	NEITHER
97744	SR 3003 from SR 45 to SR 3005	Highway Restoration	Union	NEITHER
97754	SR 1019 from Martzville Road to Jonestown Road	Highway Restoration	Columbia	POVERTY
98396	SR 1012 over Tributary to Briar Creek	Bridge Restoration	Columbia	POVERTY
98398	SR 1013 over Strong Brook	Bridge Restoration	Columbia	NEITHER
98404	SR 1035 over Raven Creek	Bridge Restoration	Columbia	NEITHER
98438	SR 254 over Tributary to Mud Creek	Bridge Restoration	Montour	POVERTY
98483	Catawissa Creek to SR 2009	Highway Restoration	Columbia	NEITHER
98507	SR 642 over Beaver Run	Bridge Replacement	Montour	NEITHER
98510	SR 642 over Beaver Run	Bridge Restoration	Montour	NEITHER
98531	SR 1007 over Branch Warrior Run Creek	Bridge Replacement	Northumberland	NEITHER
98538	SR 2019 over Quaker Run	Bridge Replacement	Northumberland	MINORITY
98540	SR 4004 over Tributary N. Branch Susquehanna River	Bridge Replacement	Northumberland	NEITHER
98542	SR 4019 over Tributary of Little Mahanoy Creek	Bridge Replacement	Northumberland	NEITHER
98577	SR 2010 over Tributary to Middle Creek	Bridge Replacement	Snyder	NEITHER
98578	SR 3010 over Middleworth Run	Bridge Replacement	Snyder	POVERTY
98598	SR 3012 over Tributary to Middle Creek	Bridge Replacement	Snyder	POVERTY
98610	Cherry St to Copper Township	Highway Restoration	Montour	MINORITY
98624	Jade Avenue to Byrd Avenue	Highway Restoration	Montour	MINORITY
98645	Wise Road to SR 3006	General Maintenance	Northumberland	NEITHER
98653	SR 3006 to SR 4020	General Maintenance	Northumberland	NEITHER
98661	SR 4016 over Tributary to N. Branch of Middle Creek	Bridge Replacement	Snyder	POVERTY
98666	SR 405 to Queen Street	General Maintenance	Northumberland	BOTH
98671	Queen Street to Eisley Road	General Maintenance	Northumberland	NEITHER
98674	SR 147 to Housels Run	Highway Restoration	Northumberland	NEITHER
98685	I-80 West Bound Lane over SR 1010	Bridge Replacement	Union	NEITHER
98722	SR 4004 from Mile Post Road to SR 4006	Highway Restoration	Northumberland	NEITHER
98755	SR 1003 over Tributary to Little Buffalo Creek	Bridge Replacement	Union	NEITHER
98772	SR 1003 over Tributary to Little Buffalo Creek	Bridge Replacement	Union	NEITHER
98777	SR 1014 over South Creek	Bridge Replacement	Union	NEITHER
98786	SR 2003 over Tributary to Buffalo Creek	Bridge Replacement	Union	BOTH
98882	Middle Creek Township to SR 204	Highway Restoration	Snyder	NEITHER
98885	SR 204 to SR 11	Highway Restoration	Snyder	NEITHER
98887	SR 1023 to SR 1017	Highway Restoration	Snyder	NEITHER
98903	Front Street to Stein Lane	Highway Restoration	Union	NEITHER
98962	US 11 from 6th Street to Park Street	Highway Restoration	Columbia	BOTH
98992	Montour County Deck Joints	Bridge Preservation - Federal funded	Montour	NEITHER

ID #	Project Name	Project Classification	County	EJ Population
99006	SR 61 over Dark Run	Bridge Restoration	Northumberland	POVERTY
99009	SR 61 over SR 2029 & 901	Bridge Restoration	Northumberland	MINORITY
99088	Orangeville Borough to Forks	Highway Restoration	Columbia	NEITHER
99096	SR 487 from PA 239 to PA 118	Highway Restoration	Columbia	NEITHER
99106	Forks to Luzerne County Line	Highway Restoration	Columbia	NEITHER
99120	SR 35 over Tributary Middle Creek	Bridge Replacement	Snyder	NEITHER
99122	Ringtown Mountain Road to Creek Rd	Highway Restoration	Columbia	NEITHER
99141	SR 1011 over Tributary to Susquehanna River	Bridge Replacement	Union	NEITHER
99147	SR 2009 Soil Slide Repair	Highway Restoration	Columbia	MINORITY
99174	Northumberland County to Chill CrkEbl	Highway Restoration	Montour	NEITHER
99176	US 11 from SR 147 to C Street	Highway Restoration	Northumberland	NEITHER
99177	US 11 from SR 1024 to Montour County Line	Highway Restoration	Northumberland	NEITHER
99195	Warrior Run to PA 54	Highway Restoration	Northumberland	NEITHER
99238	SR 54 Soil Slide Repair	Highway Reconstruction	Northumberland	POVERTY
99241	US 11 from Ulsh Road to Penn's Creek	Highway Restoration	Snyder	NEITHER
99242	US15 North Bound Lane Soil Slide Repair	Highway Reconstruction	Union	NEITHER
99243	SR 44 & SR 1006 Intersection	Safety Improvement	Northumberland	NEITHER
99245	SR 4003 to SR 4006	Highway Restoration	Snyder	POVERTY
99249	SR 1011 from High Street to SR 1010	Highway Restoration	Union	NEITHER
99327	SR 61 from 5th Street to Dark Run	Highway Reconstruction	Northumberland	POVERTY
99329	SR 61 from North Lombard Street to Shamokin Creek	Highway Reconstruction	Northumberland	BOTH
99391	Kulpmont to Ranshaw	Highway Restoration	Northumberland	MINORITY
99404	Shaffer Street to Lows Street	Highway Restoration	Columbia	NEITHER
99406	PA 254 to PA 642	Highway Restoration	Montour	POVERTY
99977	W. Shintown to Renovo	Highway Restoration	Clinton	POVERTY
99985	Bucktail Trail Highway II	Highway Restoration	Clinton	BOTH
99998	Main Street and PA 333	Highway Restoration	Juniata	NEITHER
99999	Thompsontown Rehabilitation	Highway Restoration	Juniata	NEITHER
100406	SR 44 from SR 42 to Fire Hall Road	Highway Reconstruction	Columbia	NEITHER
100443	SR42 from Poor House Road to Catawissa Creek	Highway Restoration	Columbia	NEITHER
100451	SR 2008 from Bryd Avenue to Grovania Drive	Highway Restoration	Montour	NEITHER
100483	SR 54 from SR 44 to SR 3008	Highway Restoration	Montour	POVERTY
101897	Business 22 Resurfacing	Highway Restoration	Mifflin	BOTH
101959	Lewistown Safety Corridor	Safety Improvement	Mifflin	BOTH
102199	US 11 from Juniata County Line to Ulsh Road	Highway Restoration	Snyder	NEITHER

ID #	Project Name	Project Classification	County	EJ Population
102502	Peale Avenue Bridge	Bridge Replacement	Clinton	NEITHER
102810	CSVT Ridge Road	Highway Restoration	Northumberland	NEITHER
102811	CSVT ITS	Intelligent Transportation System	Snyder	NEITHER
102919	SR 487 from Fourth Street to Seventh Street	Highway Restoration	Columbia	MINORITY
102924	SR 2006 from Mill Street to Railroad Street	Highway Restoration	Montour	BOTH
102928	SR 147 from Dauphin County Line to School Road	Highway Restoration	Northumberland	NEITHER
102931	SR 54 from Elysburg to Monastery Road	Highway Restoration	Northumberland	NEITHER
102941	SR 1008 from Commerce Park Drive to SR 1009	Highway Restoration	Union	NEITHER
102942	SR 2004 from SR 304 to Brouse Road	Highway Restoration	Union	NEITHER
102968	SR 2006 from Railroad St to Mahoning Township	Highway Restoration	Montour	BOTH
103011	SR 487 over Abandoned RR	Bridge Removal	Columbia	NEITHER
104261	Seven Mountains ITS	Intelligent Transportation System	Mifflin	POVERTY
104408	SR 147 North Bound from SR45 to Muddy Run	Highway Restoration	Northumberland	NEITHER
104616	US 522 from Willow Avenue to Swinehart Drive	Highway Restoration	Snyder	NEITHER
104627	SR 3008 Tributary Doyle Run Bridge	Bridge Replacement	Juniata	NEITHER
105497	SR 118 Drainage Improvement	Highway Restoration	Columbia	NEITHER
105514	I-80 West Bound Lane from Mile Run to SR 1010	Highway Restoration	Union	NEITHER
105519	I-80 West Bound Lane from Union County to Montour County	Highway Restoration	Northumberland	NEITHER
105528	I-80 East Bound from Montour County to SR 4009	Highway Restoration	Columbia	NEITHER
105529	I-80 East Bound from SR 2028 to Luzerne County Line	Highway Restoration	Columbia	NEITHER
105566	SR 35 Stop 35 to Sheetz Area	Highway Restoration	Juniata	NEITHER
105798	SR 2002 Box Culvert	Bridge Replacement	Clinton	NEITHER
105918	SR 150 over Bitner Run	Bridge Replacement	Clinton	NEITHER
105920	SR 35 over Tributary to Lost Creek	Bridge Replacement	Juniata	NEITHER
105922	SR 22 over Branch Long Hollow Run	Bridge Replacement	Mifflin	POVERTY
105923	SR 2008 over Jacks Creek	Bridge Replacement	Mifflin	NEITHER
105930	CSVT Winfield Interchange	New Alignment	Union	NEITHER
106083	FRP Repair SR 1006 over I-180 East & West Bound	Bridge Preservation	Northumberland	NEITHER
106084	SR 54 Mine Entrance	Bridge Removal	Northumberland	POVERTY
106126	Sunbury Corridor RRX	Rail Highway Grade Crossing	Northumberland	BOTH
106128	Union County Industrial Corridor RRX #1	Rail Highway Grade Crossing	Union	NEITHER
106155	SR 104 over Mahantango Creek	Bridge Replacement	Snyder	NEITHER
106181	SR 239 over Fishing Creek	Bridge Restoration	Columbia	NEITHER
106278	US 11 North Bound from Penns Creek to SR 522	Highway Restoration	Snyder	MINORITY

ID #	Project Name	Project Classification	County	EJ Population
106279	Penns Creek to SR 522 SB	Highway Restoration	Snyder	MINORITY
106284	SR 147 from Blacksmith Hill Street to Toad Valley Road	Highway Restoration	Northumberland	NEITHER
106285	SR 4010 from SR 147 to Eleventh Street	Highway Restoration	Northumberland	BOTH
106286	SR 4004 from SR 61 to Mile Post Road	Highway Restoration	Northumberland	BOTH
106305	US 22 to Perry County Line	Highway Restoration	Juniata	NEITHER
106306	SR 2015 Bridge over SEDA-COG JRA	Bridge Replacement	Clinton	NEITHER
106307	US 22 2018 Bridge Preservation	Bridge Replacement	Juniata	NEITHER
106321	2020 SEDA-COG Bridge Preservation	Bridge Preservation - Federal funded	Mifflin	NEITHER
106671	SEDA-COG Local Bridge Removal	Bridge Replacement	Montour	POVERTY
107019	Adjacent Box Beam Bridge Bundle	Bridge Restoration	Columbia	NEITHER

Source: MPMS IQ

Equity Assessment of the Proposed LRTP

Two Environmental Justice Workshops were held on April 7, 2016 to gather input on transportation priorities and needs from representatives of minority, low-income and other traditionally underserved populations in the SEDA-COG MPO Region. Approximately 20 attendees participated in the discussion. Specific needs of these populations were collected for consideration and prioritization in the LRTP and for future consideration in other MPO transportation planning processes. The meetings provided real feedback on the transportation needs of underserved populations. The majority of the identified needs related to pedestrian and bicycle facilities, transit availability, and transportation to medical facilities.

Patterns of transportation investment spending for the proposed, fiscally-constrained LRTP for the SEDA-COG MPO Region were considered to gauge the distributional effects on minority and low-income populations. As shown in **Table 21**, the locatable projects from the proposed LRTP (2016-2040) have a total value of $78 million.

Refer to **Figure 12** which illustrates the geographic proximity between LRTP locatable projects and high minority and high in-poverty areas. **Table 21** summarizes the dollar value of the projects according to county and the geographic proximity to high minority and in-poverty populations. The proposed LRTP (locatable projects only) invests zero percent of the plan in high minority only areas and $17 million (23 percent of the plan) in high in-poverty only areas. In addition, $29 million (38 percent of the plan) is to be directed to areas with both high minority and in-poverty populations. The remaining $31 million (40 percent of the plan) is directed to areas with neither high minority nor high in-poverty populations. Overall the program appears to be equitably distributed across all areas, with the exception of high minority only areas.

Table 21. Proposed Transportation Investment by County by Proximity to High Minority and/or High In-Poverty Populations within the SEDA-COG MPO Region (2029-2040) *

County	Population Area Category				
	High Minority Only	**In-Poverty Only**	**Both High Minority and High In-Poverty**	**Neither High Minority nor High In-Poverty**	**SEDA-COG MPO Region Total**
CLINTON	0	$603,000 *3.4%*	$12,777,000 *72.2%*	$4,306,000 *24.3%*	$17,686,000
COLUMBIA	0	$4,431,000 *61.8%*	0	$2,744,000 *38.2%*	$7,175,000
JUNIATA	0	0	0	$9,825,000 *100.0%*	$9,825,000
MIFFLIN	0	$4,033,000 *42.0%*	$2,263,000 *23.6%*	$3,313,000 *34.5%*	$9,609,000
MONTOUR	0	0	$4,508,000 100.0%	*0*	$4,508,000
NORTHUMBERLAND	0	$8,623,000 *59.7%*	$4,037,000 *63.7%*	$2,297,000 *36.3%*	$6,334,000
SNYDER	0	0	$3,049,000 *21.1%*	$2,781,000 *19.2%*	$14,453,000
UNION	0	0	$3,127,000 *34.6%*	$5,918,000 *65.4%*	$9,045,000
Total Projects with Location Information	**$0** ***0%***	**$17,690,000** ***22.5%***	**$29,761,000** ***37.8%***	**$31,184,000** ***39.7%***	**$78,635,000**
Roadway Mileage	*130.5*	*508.2*	*138.7*	*2,301.2*	*3,078.7*
$/Roadway Mile	***$0***	***$34,809.13***	***$214,571.02***	***$13,551.19***	***$25,541.62***

*Projects funded through Line Item and Reserve funding are not locatable at this point in the planning process. Therefore, their proximity to High Minority and/or High In-Poverty populations could not be determined. The total for projects with no location information is $713,763,000.

Source: DRAFT SEDA-COG MPO Long-Range Transportation Plan, 2016

Table 22 evaluates the anticipated benefits or burdens to high minority and high-in poverty populations. Each locatable project from the LRTP was considered based on its location and project type in order to determine if it is likely to have a benefit or burden to environmental justice populations. No projects are anticipated to place a burden on environmental justice populations.

Table 22. Anticipated Environmental Justice Effects of the LRTP (2029-2040)

Both High Minority and High In-Poverty
High Minority Only
High Poverty Only
Neither

Significant Benefit Expected
Minor Benefit Expected
No Tangible Benefit Expected
Minor Burden Expected
Major Burden Expected

County ID	Project Name	County	EJ Pop.	Benefit	Justification
CL-08	Fishing Creek Bridge Decking (SR 2004, segment 82)	Clinton			No significant EJ population nearby and project scope is limited to redecking
CL-06	SR 150 and SR 2020 (Lusk Run Road) Intersection - New access road to Keystone Central Drive Intersection	Clinton			No significant EJ population nearby
CO-06	County Bridge # 86 over West Branch Shingle Run In Pine Township	Columbia			No significant EJ population nearby
J-01	Sheesley Road Bridge Replacement	Juniata			No significant EJ population nearby
MI-13	Honey Creek Road Bridge Bundle	Mifflin			No significant EJ population nearby
MI-19	Replacement of the Kishacoquillas Creek Bridge in Brown Township	Mifflin			Bridge will be widened from one to two lanes which will more efficiently move traffic and provide access to nearby neighborhood in high poverty area
MO-03	Major Medical Activity Centers Coordinated Transit Expansion	MULTIPLE			Will expand transit options for medical services in EJ area
MO-06	US 11 & PA 54 Traffic Signal Enhancements	Montour			Project is along a main corridor in an EJ community; improvements for

County ID	Project Name	County	EJ Pop.	Benefit	Justification
					motorized and non-motorized modes
N-02	Northumberland Borough Truck Circulation Improvements	Northumberland			No significant EJ population nearby
S-08	US 11/15 Corridor Revitalization and Master Plan	Snyder			No significant EJ population nearby; may have benefits if study recommends bicycle/pedestrian accommodation improvements
U-07	Buffalo Valley Rail Trail, At-Grade Crossing of US 15	Union			Crossing will be updated to include pedestrian safety improvements in an EJ area
U-13	County Bridge #21 (T-374 Shuck Road) Replacement	Union			No significant EJ population nearby
CL-18	Downtown Lock Haven Signal and Pedestrian Upgrades, SR 0150	Clinton			Pedestrian safety improvements in an EJ area
U-14	County Bridge #1 (T-526 Rd.) Replacement	Union			No significant EJ population nearby
N-06	Bridge #73 City of Shamokin Superstructure Replacement	Northumberland			Provide upgraded crossing in EJ area
N-07	Bridge #100 Jackson Township Replacement	Northumberland			No significant EJ population nearby
N-08	Bridge #192 Rockefeller Township Replacement	Northumberland			No significant EJ population nearby
N-09	Bridge #78 Upper Mahanoy Township Replacement	Northumberland			No significant EJ population nearby
MI-03	Mill Road Mitigation Plan	Mifflin			May have benefits if study recommends bicycle/pedestrian accommodation or transit improvements in EJ area
MO-01	Spruce Street Improvement Project	Montour			May have benefits if study recommends bicycle/pedestrian accommodations or transit improvements
MO-04	Railroad Street Bridge Rehabilitation	Montour			Improving crossing in EJ area
S-10	US 522/Salem Road/University Avenue Safety Improvements	Snyder			Improving intersection and pedestrian/bike issues in EJ area
CL-03	SR 150 (High Street/Bellefonte Avenue) Reconstruction	Clinton			Improving walkways and pavement conditions in EJ area
S-14	SR 522 Safety Improvements	Snyder			Improving pedestrian safety including lighting, handicap accessibility, crossings, and traffic control slowing devices in a high poverty area
CO-11	US 11 Berwick Traffic Signal Updates/Modernization	Columbia			Improving pedestrian safety if pedestrian control devices are part of improvements in a high poverty area
MI-01	US Route 22 Corridor/Transportation Study	Mifflin			No significant EJ population nearby

County ID	Project Name	County	EJ Pop.	Benefit	Justification
MI-06	Route 322 Interchange Improvement Study	Mifflin			No significant EJ population nearby
MI-12	Juniata Street/Reservoir/Bratton/ Fourth Street Safety Improvement	Mifflin			Improved intersection safety at current 5-leg intersection in EJ area
S-03	SR 522 Improvements Study	Snyder			Study to identify recommendation for improving traffic flow in high volume area in high poverty area
S-02	Study of Permanent Detour of Middleburg Borough on SR 522	Snyder			No significant EJ population nearby
S-13	US 11 & 15 Traffic Signal Enhancements, Hummel's Wharf to Shamokin Dam	Snyder			No significant EJ population nearby; however pedestrian accommodations will be beneficial to any EJ populations using the area
U-12	US 15 Traffic Signal Enhancements, Bucknell to Zeigler Road	Union			Improved traffic signals in EJ areas will provide safer accommodations for pedestrians
MO-02	US 11 Corridor Congestion and Safety Study	Montour			Study for improving safety along a busy corridor in an EJ area
CO-18	Bridge Bundling	Columbia			No significant EJ population nearby
CL-22	Bucktail School Access Bridge, Chapman Township	Clinton			Improving access to schools in a high poverty area
J-10	US 22 William Penn Hwy	Juniata			No significant EJ population nearby
J-07	Mifflintown Area, PA 35 Resurfacing	Juniata			No significant EJ population nearby

Conclusion

The Environmental Justice Benefits and Burdens Analysis identifies where high concentrations of minority, in-poverty, and other traditionally underserved populations reside in the SEDA-COG MPO region. The analysis is accomplished through mapping and tabular summaries to indicate where these populations exceed the regional averages, and how those populations may be impacted by current transportation conditions and proposed transportation spending.

Overall, minority populations within the SEDA-COG MPO region are small (4.6%) and—aside from the tracts influenced by incarcerated populations—are concentrated in the more densely populated cities, boroughs, and towns. Low income populations represent a larger portion of the region (13.6%) and are concentrated in the more densely populated areas of the region, but also occur in the more secluded rural areas of each county. The locations of these populations demonstrate the need for the SEDA-COG MPO to consider alternatives travel modes in these locations, as minority and low-income populations are more likely to not have access to a vehicle.

The data evaluated showed that roadway conditions were equitably distributed across the region. The data additionally showed that vehicular and pedestrian crashes seem to disproportionately impact areas with both high minority and high in-poverty populations. These findings are important as they provide and evaluation point for the TYP and LRTP, to ensure that the transportation investment program is responsive to the inequities discovered.

Transportation spending in the TYP and LRTP is greatly influenced by the Central Susquehanna Valley Transportation (CSVT) project, which will create a new 13 mile four-lane limited access highway. This project will cost approximately $670 million and is not located in an area identified as having a high minority or in-poverty population. However, when spending is analyzed on a dollar per mile basis, areas identified as both high minority and high in-poverty are receiving the highest amount of spending for both the TYP and LRTP. This increased funding will help benefit safety in these areas and hopefully reduce the number of vehicular and pedestrian crashes in this area through improved transportation facilities.

Additionally, as illustrated in **Table 21** and **Table 22**, there are multiple TYP and LRTP projects that include safety improvements for motorized vehicles and pedestrians. This will be a benefit to those living in both high minority and high in-poverty areas, as approximately 10% of workers in that area commute by walking. Examples of these types of projects located in areas of high minority, high in-poverty, or both high minority and high in-poverty are:

- Lewistown Safety Corridor
- US 11 Signals – Berwick Borough
- US 11 and 54 Traffic Signal Enhancements
- Buffalo Valley Rail Trail, at grade crossing of US 15
- Downtown Lock Haven Signal and Pedestrian Upgrades
- US 522 Safety Improvements
- US 522/Salem Road/University Avenue Safety Improvements
- US 15 Traffic Signal Enhancements – Bucknell to Zeigler Road
- US 11 Corridor Congestion and Safety Study

Also noted in **Table 22**, is a project to expand a major medical activity center's coordinated transit, which is one of the key concerns raised at the Environmental Justice Workshop.

Overall, the transportation program is equitable to all populations. The SEDA-COG MPO has considered the needs of traditionally underserved populations in the development of this LRTP in order to ensure that the transportation program is equitable to all populations.

Appendix J Comment Tracking

Comment Serial Number	Date of Comment Provided	Commenter	Location of Comment	Comment	Status	*Comment Resolution*	Date of Status Update	Editor	Back-Check
	Date	*Name Organization*	*Document name, Section, Page #, Paragraph*	*Text of comment provided*	*"Unassigned" "Assigned to [person]" "In progress" "Complete"*	*Text or description of change made to resolve the Comment*	*Date*	*Name of Editor Incorporating comment*	*Name of back-checker*
"SEDACOG MPO_LRTP Report (2016-04-20) PRELIM-DRAFT"									
1	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*"SEDACOG MPO_LRTP Report (2016-04-20) DRAFT_McLaughlin" Page 2, second paragraph*	*First sentence: Delete "was" after "with an amendment".*	*Complete*	*Grammar adjustment made accordingly.*	*5/2/2016*	*MMM*	*MLG*
2	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 5, fifth paragraph ("Economic Conditions")*	*Last sentence: Delete "as" after "likely to pick back up".*	*Complete*	*Grammar adjustment made accordingly.*	*5/2/2016*	*MMM*	*MLG*
3	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 5, fifth paragraph ("Economic Conditions")*	*"if the prices for oil and gas recover". No guarantee with the over supply in the market.*	*Complete*	*Revised text to read -- "While the urgency and pace of extraction activities has decreased for the time being, they would likely pick back up when/if the prices for oil and gas recover in the future."*	*5/4/2016*	*RJW*	*MLG*
4	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 19, third paragraph ("Van Pool")*	*Delete this section on intercity bus. Already provided. Instead include information on van pools. Who has them? How many, etc.*	*Complete*	*Deleted intercity bus discussion in the Van Pool section. Vanpool information has been added based on data available from provider websites.*	*5/4/2016*	*DCS*	*MLG*
5	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 19, fourth paragraph ("Park & Ride…")*	*Need to add carpool here because that is how our park and ride systems work and is usually part of the definition. If park and ride is only a transfer to bus or rail then we wouldn't have any in this region.*	*Complete*	*Revised text to read -- "Park-and-ride facilities are parking areas, frequently with public transport connections, that allow commuters to leave their vehicles and transfer to another car, bus, rail system (rapid transit, light rail, or commuter rail) for the remainder of the journey."*	*5/4/2016*	*RJW*	*MLG*
6	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 20, third paragraph ("Regionalization")*	*"If" should be "It". [fifth sentence]*	*Complete*	*Grammar adjustment made accordingly.*	*5/2/2016*	*MMM*	*MLG*
7	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 25, second paragraph*	*Delete the "6". [first sentence]*	*Complete*	*Text adjustment made accordingly.*	*5/2/2016*	*MMM*	*MLG*
8	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 27, fifth row ("Union County Industrial…")*	*Lewisburg and Buffalo Creek Railroad should be included as a courtesy to Will and Julia Sanders who own the active line from West Milton to Winfield.*	*Complete*	*These lines have been added.*	*5/4/2016*	*RJW*	*MLG*
9	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 31, fifth paragraph ("Other features…")*	*Sentence incomplete. Insert "Lewisburg". [after "Mifflinburg and"]*	*Complete*	*Grammar adjustment made accordingly.*	*5/3/2016*	*MMM*	*MLG*
10	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 31, bottom of page*	*Also should this section note that the BVRT is used for transportation purposes. This is not just a recreational trail. It is a bike ped arterial through the center of the county.*	*Complete*	*Done - addressed as requested*	*5/4/2016*	*DCS*	*MLG*
11	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 32, fourth paragraph ("Four water trails…")*	*This section does not acknowledge the Federal designation of the water trail. Trish Carothers @SGP can provide exact wording but I believe it is a National Recreational Trail designated by the Park Service.*	*Complete*	*Requested and received information abouat the national designation from Trish Carothers.* *Added text -- "In 2008, the U.S. Department of the Interior designated the North Branch Susquehanna River Water Trail, as a National Recreational Trail. The "middle" section of the Susquehanna River Water Trail was also designated, creating a continuous 103-mile segment from Sunbury to the Maryland border. In 2012, the National Park Service designated a National Water Trails System (NWTS) as the beginning of a cohesive network of exemplary water trails. The current NWTS network includes 18 trails, but none have yet been designated in Pennsylvania. New trails may be added through an application process." Seeking additional information from Trish Carothers.*	*6/20/2016*	*RJW*	*MLG*
12	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 33, entire map*	*BVRT is not a "DCNR" rail trai. It is locally owned and the majority of the funding for it was derived from PCTI and TAP. DCNR has about $900,000 of funding invested compared to over $3.5 million by PennDOT. This label is misleading.*	*Complete*	*Per the recommendation of SEDA-COG GIS staff, the "DCNR" will be removed and the map legend item will read "Rail Trails", to encompass the full variety of rail trail ownership.*	*5/4/2016*	*RJW*	*RJW*
13	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 35, heading "e"*	*Is it just recreation? In rural areas if you don't have a personal vehicle in many cases your only other option is to bike or walk. So isn't a transportation issue as much as recreation?*	*Complete*	*Title changed from "recreational systems" to "bike and pedestrian facilities*	*5/4/2016*	*DCS*	*MLG*
14	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 35, fifth paragraph ("Although a number…")*	*Delete "to". [second sentence, after "including"]*	*Complete*	*Grammar adjustment made accordingly.*	*5/3/2016*	*MMM*	*MLG*
15	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 35, first bullet ("Who is biking…")*	*These bullet statements should include walking and pedestrian references since above you are talking about both modes.*	*Complete*	*Done - references added to walking / pedestrians, as requested*	*5/4/2016*	*DCS*	*MLG*
16	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 36, first bullet ("Examine and…")*	*Fulfills what?*	*Complete*	*Revised to delete that part of the sentence; unclear at this time where that statement was headed*	*5/4/2016*	*DCS*	*MLG*

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17	4/28/2016	Shawn McLaughlin SEDA-COG	Page 36, entire page	Can we have less text about these organizations and a link to their website since they are not critical to providing transportation?	Complete	Details deleted, references added to agency websites, as requested	5/4/2016	DCS	MLG
18	4/28/2016	Shawn McLaughlin SEDA-COG	Page 37, first paragraph ("The Buffalo…")	Unless you mention that BVRA owns and operates the Buffalo Valley Rail Trail I'm not making the connection as to why they are included here?	Complete	Statement added to clarify that BVRA owns the BVRT	5/4/2016	DCS	MLG
19	4/28/2016	Shawn McLaughlin SEDA-COG	Page 37, third paragraph ("The Montour…")	Same comment as above for Buffalo Valley.	Complete	Montour Rec Auth discussion deleted - no transportation related resource is discussed for that agency	5/4/2016	DCS	MLG
20	4/28/2016	Shawn McLaughlin SEDA-COG	Page 37, fifth paragraph ("The SEDA-COG…")	PA 147 Corridor not in Union County. [last sentence]	Complete	Reference should have been to US 15 - corrected	5/4/2016	DCS	MLG
21	4/28/2016	Shawn McLaughlin SEDA-COG	Page 40, Table 9	This table has issues. Column width is one but the 2000-2010 % change column is wrong. The positives should be negative and the negatives should be positives. Mifflinburg gained 54 people but you show it as -1.5%.	Complete	The calculation in the % change column has been corrected. Column widths have been adjusted.	5/4/2016	DCS	MLG
22	4/28/2016	Shawn McLaughlin SEDA-COG	Page 40, Table 9	Fix column width. [fourth column]	Complete	Formatting adjustment made accordingly.	5/3/2016	MMM	MLG
23	4/28/2016	Shawn McLaughlin SEDA-COG	Page 40, Table 9	What is this column telling us? % change of what? 2000 to 2010 is already provided?	Complete	This column was deleted - comment is correct, it was a repeat	5/4/2016	DCS	MLG
24	4/28/2016	Shawn McLaughlin SEDA-COG	Page 41, Table 11 ("Union County" row)	You are only counting Amish. Union and Snyder Counties also contain the Old Order Mennonite Plain Sect Community of the Groffdale Conference which also uses horse and buggy and bicycles as the primary means of transportation. As of 2012 there were over 255 families in Union and Snyder Counties belonging to this group.	Complete	The seciton was retitled as "Plain Sect Populations" to include Amish and Old Order Mennonite groups. The population table was revised to include the estimated Old Order Mennonite population, from Union County records. Additional text was added to describe the distinction between Amish and Mennonite populations.	5/4/2016	RJW	MLG
25	4/28/2016	Shawn McLaughlin SEDA-COG	Page 43, second paragraph	Again Old Order Mennonite of Groffdale Conference not included the way this is worded. Might be better to refer to this segment of the population as Plain Sect and explain the two types.	Complete	See previous related comment and resolution.	5/4/2016	RJW	MLG
26	4/28/2016	Shawn McLaughlin SEDA-COG	Page 43, third paragraph (last sentence, "AS")	Lowercase "s".	Complete	Capitalization adjustment made accordingly.	5/3/2016	MMM	MLG
27	4/28/2016	Shawn McLaughlin SEDA-COG	Page 45, firth paragraph	Based on Table 12 shouldn't this be Columbia and Northumberland in terms of where the most jobs are?	Complete	Yes, should have been Columbia, not Snyder. This has been corrected.	5/4/2016	DCS	MLG
28	4/28/2016	Shawn McLaughlin SEDA-COG	Page 47, Table 13	This table is suspect at best. What is Home Care Products and Pharmacy and where is it? Also on our list of top employers from Labor and Industry Bucknell is our #3 employer in the county and Walmart is #6 yet on this list Walmart is shown but Bucknell isn't. Just a hunch that the other counties may not be accurate either.	Complete	The table of Top 25 Employers has been removed from the document, and replaced with mapping derived from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics data. Also included is a table showing the top 10 employers in each county, according to PA Dept. of Labor & Industry data. Text has been rewritten around the new maps and tables.	5/4/2016	RJW	MLG
29	4/28/2016	Shawn McLaughlin SEDA-COG	Page 49, first paragraph	Spacing issue here with the "As show in" floating by itself at the top.	Complete	Formatting adjustment made accordingly.	5/3/2016	MMM	MLG
30	4/28/2016	Shawn McLaughlin SEDA-COG	Page 50, first paragraph ("The LRTP also…")	4 or 8 MPO counties?	Complete	Corrected - 8 MPO counties.	5/4/2016	DCS	MLG
31	4/28/2016	Shawn McLaughlin SEDA-COG	Page 51, third paragraph	Wasn't this already covered well enough previously? Not a commercial for the SGP.	Complete	Agreed. Extraneous text on SGP has been deleted	5/4/2016	DCS	MLG
32	4/28/2016	Shawn McLaughlin SEDA-COG	Page 51, fifth paragraph	What plan? This area was never officially designated as a Heritage area. A feasibility study was done and that is where it ended due to a failure to be approved by the state.	Complete	The references to the Heritage Feasibility Study and Heritage Area have been deleted	5/4/2016	DCS	MLG
33	4/28/2016	Shawn McLaughlin SEDA-COG	Page 52, first paragraph ("In The Economic…")	Isn't this covered on Page 49 by Table 14 and related text?	Complete	Agreed. Deleted.	5/4/2016	DCS	MLG
34	4/28/2016	Shawn McLaughlin SEDA-COG	Page 55, first paragraph ("As can be seen…")	Delete all this text. Already appears on the prior page.	Complete	This text is referring to OPI, the previous text was referencing IRI; however, the text has been revised to clarify that the OPI information shows the same as the IRI and the duplicate text has been deleted	5/4/2016	DCS	MLG
35	4/28/2016	Shawn McLaughlin SEDA-COG	Page 59, second paragraph	Insert hyphen in SEDA-COG.	Complete	Text adjustment made accordingly.	5/3/2016	MMM	MLG
36	4/28/2016	Shawn McLaughlin SEDA-COG	Page 59, second paragraph	What figures below?	Complete	References to the figures has been added	5/4/2016	DCS	MLG
37	4/28/2016	Shawn McLaughlin SEDA-COG	Page 70, fifth paragraph	Your document is telling you there is an error!	Complete	The V/C figure was still being created and had not been added to the document - it is now in the text and the reference has been corrected	5/4/2016	DCS	MLG

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38	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 73, first paragraph [last sentence]*	*Where might it be described below?*	*Complete*	*The reference to the "Intersection Safety Implementatoin Program" (ISIP) locations is to the section with the same name, starting on page 80 of the DRAFT document and including Table 22. The ISIP locations were shown in Figure 28 but not appropriately labelled in the legend. The legned has been updated, and a reference to the ISIP locations in Figure 28 has been added to the text.*	*5/4/2016*	*RJW*	*MLG*
39	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 80, Table 21*	*Why is this segment #1 when it has one of the lower crash counts? Is this a sorting error?*	*Complete*	*The information in Table 21 was quoted and listed verbatim from the Highway Safety Guidance Locations material provided by PennDOT. Locations may be ranked a number of different ways. It is likely that these locations are ranked according to some measure of crash intensity, which incorporates the number of crashes, severity of crashes, the length of the location, and the traffic (ADT).*	*5/4/2016*	*RJW*	*MLG*
40	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 83, first paragraph ("We note that…")*	*Wording issue here.*	*Complete*	*Grammar adjustment made accordingly.*	*5/3/2016*	*MMM*	*MLG*
41	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 83, third paragraph (Major industries…")*	*By region do you mean SEDA-COG Region or MPO region because Koppers is in Lycoming County. Need to be consistent so the reader knows what region is being referred to.*	*Complete*	*Corrected - SEDA-COG Region was intended - fixed in text*	*5/4/2016*	*DCS*	*MLG*
42	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 87, second paragraph*	*Looks like a space is needed after "37".*	*Complete*	*Spacing adjustment made accordingly*	*5/3/2016*	*MMM*	*MLG*
43	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 94, first paragraph [numbered list]*	*Some of these have commas and others don't. Commas probably aren't needed.*	*Complete*	*Punctuation adjustment made accordingly.*	*5/3/2016*	*MMM*	*MLG*
44	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 94, fourth paragraph [last sentence]*	*Appears to already be underway given the amount of earthwork occurring in Union County.*	*Complete*	*Construction on the river bridge, which is part of the Northern Section, had begun when the DRAFT was distributed. Text was revised to read -- "Final design of both the Northern and Southern Sections is occurring presently, with construction of the Northern Section commencing in 2016."*	*5/4/2016*	*RJW*	*MLG*
45	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 98, fourth paragraph*	*What is EDD?*	*Complete*	*Economic Development District - clarified in text*	*5/4/2016*	*DCS*	*RJW*
46	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 98, fifth paragraph [last sentence, "as well as"]*	*Simplify by deleting this text and by inserting "and".*	*Complete*	*Grammar adjustment made accordingly.*	*5/3/2016*	*MMM*	*RJW*
47	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 100, first paragraph*	*Delete this paragraph. Already on previous page (98).*	*Complete*	*Duplicate paragraph deleted*	*5/4/2016*	*DCS*	*RJW*
48	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 100, third paragraph*	*What "District" are you referring to?*	*Complete*	*The EDD - this was clarified in the text*	*5/4/2016*	*DCS*	*RJW*
49	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 102, fourth paragraph ("The recent…")*	*Insert "on" after depending.*	*Complete*	*Grammar adjustment made accordingly.*	*5/3/2016*	*MMM*	*LK*
50	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 103, fifth paragraph ("4. Assisting local…")*	*Add "of" after "concept".*	*Complete*	*Grammar adjustment made accordingly.*	*5/3/2016*	*MMM*	*LK*
51	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 103, fifth paragraph [last sentence]*	*Wording issue. Change to "stories".*	*Complete*	*Grammar adjustment made accordingly.*	*5/3/2016*	*MMM*	*LK*
52	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 105, fourth paragraph [second sentence, "corridors"]*	*Would it be helpful for people to know which ones they are?*	*Complete*	*The text has been updated with definitions of Designated and Critical Corridors. A weblink has also been provided to PennDOTs web mapping, available through PennShare.*	*5/4/2016*	*RJW*	*LK*
53	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 108, Table 27 [last two rows]*	*These two projects not in MPO region.*	*Complete*	*Deleted from table*	*5/4/2016*	*DCS*	*LK*
54	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 108, Table 27 [first row]*	*Not in MPO region.*	*Complete*	*Deleted from table*	*5/4/2016*	*DCS*	*LK*
55	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 110, second paragraph ("The Commonwealth…")*	*The way this is formatted it appears to be under the DCNR section heading. But it is not DCNR. Should f. be "Other" and DCNR and CFA, NPS and Deggenstein listed under it?*	*Complete*	*These grants were all found in DCNR's Funding Guide for Recreation & Conservation Projects, March 2014 (www.dcnr.state.pa.us/cs/groups/public/.../dcnr_20028922.docx) instead of listing the individual grants, the guide has been referenced.*	*5/4/2016*	*DCS*	*LK*
56	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 111, second paragraph ("During the…")*	*This sentence starting with "There will" is awkward.*	*Complete*	*Sentence deleted*	*5/3/2016*	*DCS*	*LK*
57	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 113, third paragraph ("As an element…")*	*Should this be "pay a great deal of attention" or just "pay attention"?*	*Complete*	*Changed to "pay attention"*	*5/3/2016*	*DCS*	*LK*
58	*4/28/2016*	*Shawn McLaughlin SEDA-COG*	*Page 113, fourth paragraph*	*Much of this paragraph was already provided earlier on Page 112. Can we eliminate duplication?*	*Complete*	*Page 112 talks about the specific Rapid Bridge Replacement Project P3; Page 113 is talking about P3s in general - no change has been made*	*5/3/2016*	*DCS*	*LK*

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59	4/28/2016	Shawn McLaughlin SEDA-COG	Page 117, third paragraph ("Growing concern…")	As per previous comment change to Plain Sect or add Old Order Mennonite. It should be noted the Mennonites also travel by bicycle along with horse and buggy which brings about the same issues with no shoulders on the roads, user conflicts, etc.	Complete	The text of the section on Horse-Drawn Vehicle Travel & Safety has been revised to reference "Plain Sect" populations, which includes Amish and Old Order Mennonite groups. The discussion Old Order Mennonite use of bicycle travel has been reflected in other sections about functional bike/ped networks and their use.	5/4/2016	RJW	LK
60	4/28/2016	Shawn McLaughlin SEDA-COG	Page 128, third paragraph ("Figure 56 illustrates…")	+X.X% ??	Complete	Revised to be "+2.6%" -- growth in SEDA-COG MPO's federal allocation.	5/4/2016	RJW	RJW
61	4/28/2016	Shawn McLaughlin SEDA-COG	Page 136, bulleted list	(xx projects) Number probably goes in here.	Complete	To avoid confusion, the number of projects for each project source has been removed, as some projects would be counted in two different categories and the total would not equal the number of projects in the Illustrative List.	5/4/2016	RJW	RJW
62	4/28/2016	Shawn McLaughlin SEDA-COG	Page 151, last paragraph	An appendix has been referenced more than once but this document doesn't seem to have one.		Appendix references were to the Comment Tracking spreadsheet, which was to be started based on Steering Committee Comments. The Steering Committee comemnts will accompany the DRAFT LRTP when it goes out for public comment.	5/4/2016	RJW	LK
63	4/27/2016	Jeff Stover SEDA-COG	"SEDACOG MPO_LRTP Report DRAFT with STOVER COMMENTS" Page 25, fourth paragraph ("In the spring of…")	rail road should be 'railroad'	Complete	Grammar adjustment made accordingly.	5/3/2016	MMM	LK
64	4/27/2016	Jeff Stover SEDA-COG	Page 26, Table 5 ["CPRS" row]	CP is out now. All NS. The SEDA JRA lines have access to CP via a haulage arrangement with NS.	Complete	REMOVE CPRS from table	5/4/2016	R. Biery	LK
65	4/27/2016	Jeff Stover SEDA-COG	Page 26, Table 5 ["LVRR" row]	LVRR is the largest in terms of traffic but not length - that would be NBER.	Complete	ADD traffic generating	5/4/2016	R. Biery	LK
66	4/27/2016	Jeff Stover SEDA-COG	Page 26, Table 5 ["LVRR" row]	See comment above about CP	Complete	REMOVE and CPRS	5/4/2016	R. Biery	LK
67	4/27/2016	Jeff Stover SEDA-COG	Page 26, Table 5 ["NBER" row]	See CP comments elsewhere	Complete	REMOVE connects to CPRS in	5/4/2016	R. Biery	LK
68	4/27/2016	Jeff Stover SEDA-COG	Page 27, Table 5 ["NSR" row]	should be BIDA	Complete	Capitalization adjustment made accordingly.	5/3/2016	MMM	LK
69	4/27/2016	Jeff Stover SEDA-COG	Page 27, Table 5 ["NSR" row]	should be Fahringer	Complete	Spelling adjustment made accordingly.	5/3/2016	MMM	LK
70	4/27/2016	Jeff Stover SEDA-COG	Page 27, Table 5 ["SVRR" row]	NS only now - CP out	Complete	REMOVE and CPRS	5/4/2016	R. Biery	LK
71	4/27/2016	Jeff Stover SEDA-COG	Page 27, Table 5 ["UCIR" row]	UCIR operates for three railroad owners: SEDA JRA; West Shore Railroad Corp. and Lewisburg & Buffalo Creek RR. The latter is the Sanders family ownership.	Complete	REMOVE: Operates……, ADD: UCIR operates……..	5/4/2016	R. Biery	LK
72	4/27/2016	Jeff Stover SEDA-COG	Page 27, Table 5 ["RBMN" row]	Should be 'short haul'	Complete	Spelling adjustment made accordingly.	5/3/2016	MMM	LK
73	4/27/2016	Jeff Stover SEDA-COG	Page 33, map legend	What is the value of showing a web of 'other land trails' other than to confuse the map? Further is it not accurate as there is a huge network of trail just east of Lock Haven that are not one here. You would need to do this by county. The scale is not suitable for that level of detail. You could make an argument that we need to map all public trails-accurately.	Complete	The trails mapping is a work in progress, through the efforts of SEDA-COG and SGP. The map will be notated as "working" or "preliminary", based on the preference of the SEDA-COG GIS staff.	5/4/2016	RJW	LK
74	4/27/2016	Jeff Stover SEDA-COG	Page 47, Table 13 ["H.J. Heinz Company"]	I assume this is what is now "Big Heart Pet" and owned by Smuckers.	Complete	Table 13 has been removed and replaced with a table of the Top 10 employers in each county.	5/4/2016	RJW	LK
75	4/27/2016	Jeff Stover SEDA-COG	Page 47, Table 13 ["Paper Magic Grouup Inc."]	Not sure this outfit is anywhere near this level, but we are at the 'weed level' here.	Complete	Table 13 has been removed and replaced with a table of the Top 10 employers in each county.	5/4/2016	RJW	LK
76	4/27/2016	Jeff Stover SEDA-COG	Page 68, map legend	I am not in love with this map. Usually volumes are spatially depicted by line width.	Complete	The symbology (line color, thickness, texture, etc.) used in the traffic volume and truck volume mapping has been revised to be more readable and distinct.	5/4/2016	RJW	LK
77	4/27/2016	Jeff Stover SEDA-COG	Page 69, map legend	Ditto	Complete	The symbology (line color, thickness, texture, etc.) used in the traffic volume and truck volume mapping has been revised to be more readable and distinct.	5/4/2016	RJW	LK
78	4/27/2016	Jeff Stover SEDA-COG	Page 74, map title	The dots seem awfully small…can't read.	Complete	The dot sizes and line symbology have been revised.	5/4/2016	RJW	LK
79	4/27/2016	Jeff Stover SEDA-COG	Page 78, map title	which time frame?	Complete	2010 - 2014 added to figure title	5/4/2016	DCS	LK
80	4/27/2016	Jeff Stover SEDA-COG	Page 79, map title	time period?	Complete	2010 - 2014 added to figure title	5/4/2016	DCS	LK

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				might want to say that starting in 2nd quarter of 2015, the Marcellus traffic shrunk to 10% of what it had been in 2013.					
81	*4/27/2016*	*Jeff Stover SEDA-COG*	*Page 83, third paragraph (Major industries…")*		*Complete*	*This was added to the text as suggested*	*5/4/2016*	*DCS*	*LK*
82	*4/27/2016*	*Jeff Stover SEDA-COG*	*Page 85, map legend*	*this is a better map than the others showing volumes.*	*Complete*	*This map does not show what the Traffic Volume or Truck Volume Map shows - different information.*	*5/4/2016*	*DCS*	*LK*
83	*4/27/2016*	*Jeff Stover SEDA-COG*	*Page 86, map title*	*This map has some serious issues. What is the timeframe? Also, Del Monte is now Big Heart Pet. Windsor Italian Foods is closed. This is a mix of truck and rail volumes....I am not sure it shows much of anything. Standard Steel and Firs Quality Baby Products don't even show for Mifflin County. And how about Jersey Shore Steel in South Avis, Clinton County?*	*Complete*	*The timeframe will be better indicated --- 2015 Projections from the Transearch Freight Finder Database (2011 baseline). Company names are likely tied to what was known in 2011. Errors and omissions are possible, and specific feedback on the data quality will be noted to PennDOT Central Office, who have requested feedback from the Planning Partners on the use and quality of the data. The graphic illustrates the volume of freight by location, which helps to illustrate how important rail and highway access is for the higher volume locations. The nature of shipping (prevalence of quarries with all outbound freight) is also of interest.*	*5/4/2016*	*RJW*	*LK*
84	*4/27/2016*	*Jeff Stover SEDA-COG*	*Page 100, last paragraph*	*80 customers*	*Complete*	*Revised in text*	*5/4/2016*	*DCS*	*LK*
85	*4/29/2016*	*PennDOT District 3-0 Bridge*	*Page 59, first paragraph*	*First sentence:* *• Replace "in the field" with "National Bridge Inspection Standards (NBIS)"* *• Replace "(decks, piers)" with "(deck, superstructure, substructure)"* *• Replace "environmental" with "axillary"* *Second sentence:* *• Replace "least one every two (2) years" with "various frequencies based on NBIS and PennDOT regulations".* *• Insert "and structurally deficient" after "Weight restricted".* *Third sentence:* *• Replace "ability to carry its designed loads." with "three primary structural components."*	*Complete*	*Changes made as requested*	*5/4/2016*	*DCS*	*LK*
86	*4/29/2016*	*PennDOT District 3-0 Bridge*	*Page 111, fourth paragraph ("PennDOT measures…")*	*Second sentence: Replace "major components" with "primary structural components".*	*Complete*	*Replaced as requested*	*5/4/2016*	*DCS*	*LK*
87	*4/29/2016*	*PennDOT District 3-0 Bridge*	*Page 113, item "2." heading*	*Insert a closing parenthesis after "1,000 feet".*	*Complete*	*Punctuation adjustment made accordingly.*	*5/3/2016*	*MMM*	*LK*
88	*5/2/2016*	*Matthew Beck PennDOT District 3-0*	*"CSVT SEDA-COG MPO LRTP Report DRAFT (MSB Comments)" Page(s) 94-95*	*Text and wording changes tracked within this document.*	*Complete*	*Text changes made and incorporated into document.*	*5/4/2016*	*MMM*	*LK*
89	*5/2/2016*	*Matthew Beck PennDOT District 3-0*	*Page 94, fourth paragraph ("The CSVT project...")*	*Seventh sentence should read "The improvement is expected to improve safety, reduce congestion, and accomodate growth, primarily by separating freight traffic (trucks) and through traffic from local traffic."*	*Complete*	*Sentence revised as requested.*	*5/4/2016*	*DCS*	*LK*
90	*5/2/2016*	*Matthew Beck PennDOT District 3-0*	*Page 94, fourth paragraph*	*Ninth sentence should read "Construction of the first phase of the Northern Section, the proposed bridge over the West Branch Susquehanna River, began in early 2016, and final design of the remaining phases of the Northern Section and the entire Southern Section is presently ongoing."*	*Complete*	*Sentence revised as requested.*	*5/4/2016*	*DCS*	*LK*
91	*5/2/2016*	*Matthew Beck PennDOT District 3-0*	*Page 95, map footnote*	*As noted above, this figure is from the 2006 Reevaluation of the FEIS, not from the FEIS itself. (The alignment shown is still the currently proposed alignment.)*	*Complete*	*Source revised to state that figure is from the 2006 reevaluation.*	*5/4/2016*	*DCS*	*LK*
92	*5/2/2016*	*Matthew Beck PennDOT District 3-0*	*Page 95, first bullet ["interchanges providing local access"]*	*Are the proposed US 15 interchange at Winfield and the proposed US 11/US 15/PA 61 interchange in Shamokin Dam not considered to provide local access for some reason? Shouldn't they also be listed here?*	*Complete*	*Discussion of the Winfield and US 11/US 15/PA 61 local access interchanges has been restored to the document.*	*5/5/2016*	*RJW*	*LK*

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93	5/2/2016	Matthew Beck PennDOT District 3-0	Page 95, last paragraph ("This new local access...") [last sentence]	This sentence seems incomplete.	Complete	Text added. Sentence now reads -- "Just west of the proposed interchange, a portion of Ridge Road and Lahrs Road—both of which connect to PA 147—are locally-owned roads. Large increases in traffic volume and composition will necessitate increased maintenance, further burdening Point Township's road maintenance budget."	5/4/2016	RJW	LK
94	5/2/2016	Matthew Beck PennDOT District 3-0	Page 96, bulleted list	It seems that a heading or lead-in sentence is missing above these bullet points. Or should the bullet points simply be shifted to the left?	Complete	Bullets have been moved and reduced. The text under the list of interchanges is relevant to all 4 interchanges.	5/4/2016	RJW	LK
95	5/2/2016	Matthew Beck PennDOT District 3-0	Page 96, fourth paragraph ("The patterns of traffic...")	What data indicates that there will be "strong increases in traffic along PA 45"? I recommend that this sentence be re-worded as shown in the following comment.	Complete	Reworded as suggested in comment 96.	5/4/2016	DCS	LK
96	5/2/2016	Matthew Beck PennDOT District 3-0	Page 96, fourth paragraph	Replace the last sentence with "For example, the redistribution of traffic that will result from the opening of the CSVT roadway could alter the existing main street environment along PA 45 through Lewisburg Borough."	Complete	Reworded as suggested.	5/4/2016	DCS	LK
97	5/2/2016	Matthew Beck PennDOT District 3-0	Page 96, bullet ["PA 147..."]	Even with CSVT, there will still be significant truck volumes that must be accommodated on PA 147, so we shouldn't give the impression that it can be easily modified to provide bike lanes or on-street parking. (We're currently designing a reconstruction of PA 147/Duke Street to be completed within the next ~3 years, and those future modifications haven't been	Complete	Revised to state that there may be opportunities, depending on how much traffic is reduced on PA 147	5/4/2016	DCS	LK, MLG
98	5/2/2016	Matthew Beck PennDOT District 3-0	Page 97, third paragraph ("There is broad consensus...")	[Second sentence]:What specific land use study for PA 147 is this referring to? It may be helpful to further clarify this here (particularly if the study wasn't referenced earlier in this LRTP).	Complete	The reference has been removed. Public feedback provided during the Transportation Issues Forum suggested that the land use study completed for PA 147 could provide a template for one completed for CSVT.	5/4/2016	RJW	LK, MLG
99	4/29/2016	Steve Herman SEDA-COG	"SEDACOG MPO_LRTP Report (2016-04-20) DRAFT_SEDA_Comments" Entire document	Text and wording changs tracked within this document.	Complete	Done	5/4/2016	MMM	LK
100	4/29/2016	Steve Herman SEDA-COG	Acknowledgements, Steering Committee [Maria Culp]	Footnote as deceased.	Complete	Footnotes were added to the Acknowledgements to recognize Maria's passing, indicate members who retired or departed during the plan process, and members who joined during the plan process.	5/4/2016	RJW	LK, MLG
101	4/29/2016	Steve Herman SEDA-COG	Acknowledgements, Steering Committee [Gail Kipp]	List as Former Chief Clerk, or footnote as retired.	Complete	Footnotes were added to the Acknowledgements to recognize Maria's passing, indicate members who retired or departed during the plan process, and members who joined during the plan process.	5/4/2016	RJW	LK, MLG
102	4/29/2016	Steve Herman SEDA-COG	Acknowledgements, Steering Committee [William Lowthert]	List as Former Town Administrator, or footnote as resigned for another position.	Complete	Footnotes were added to the Acknowledgements to recognize Maria's passing, indicate members who retired or departed during the plan process, and members who joined during the plan process.	5/4/2016	RJW	LK, MLG
103	4/29/2016	Steve Herman SEDA-COG	Acknowledgements, Steering Committee [Pat Mack]	List as Former Director, or footnote as resigned for another position.	Complete	Footnotes were added to the Acknowledgements to recognize Maria's passing, indicate members who retired or departed during the plan process, and members who joined during the plan process.	5/4/2016	RJW	LK, MLG
104	4/29/2016	Steve Herman SEDA-COG	Acknowledgements, Steering Committee [Jerry Ward]	List as Former Commissioner, or footnote as retired.	Complete	Footnotes were added to the Acknowledgements to recognize Maria's passing, indicate members who retired or departed during the plan process, and members who joined during the plan process.	5/4/2016	RJW	LK, MLG
105	4/29/2016	Steve Herman SEDA-COG	Acknowledgements, Project Scoring Group [Gail Kipp]	List as Former Chief Clerk, or footnote as retired.	Complete	Footnotes were added to the Acknowledgements to recognize Maria's passing, indicate members who retired or departed during the plan process, and members who joined during the plan process.	5/4/2016	RJW	LK, MLG
106	5/2/2016	Steve Herman SEDA-COG	Page I, Executive Summary [Title]	Provide some more in Executive Summary in terms of findings or priority areas for the Plan.	Complete	The Executive Summary has been fully revised and significantly expanded.	6/26/2016	RJW	LK

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107	*5/3/2016*	*James Saylor SEDA-COG*	*Page I, Executive Summary [Title]*	*There's a lot to pull from in the trends – We need a narrative to fit the trends, inventories and results into… since the 2011 plan, the highest priority project has been programmed, federal and state legislation has changes, and the state has adopted a variety of innovative approaches….we still don't have the funding programmed that the asset management calculations show we need, but four years of performance data shows that we've been able to (mostly) hold the line on pavement conditions while improving bridge conditions and seeing a decrease in fatalitis. The new plan details additional innovations, and used a strengthened project development process to develop a suite of XX projects identified to further improve conditions in the region, and includes a number of additional(new?) implementation steps to lay the foundation for continued improvements over the life of the plan….*	*Complete*	*Executive Summary was revised for the Final version.*	*5/5/2016*		*LK*
108	*4/29/2016*	*Steve Herman SEDA-COG*	*Page i, Table of Contents [Title]*	*Not going to note all the edits needed to the Table of Contents; figure you'll catch the required changes for formatting and consistency with where they appear in the chapter sections. Should probably indent the subheadings under the capital letter bullets.*	*Complete*	*Agreed. The TOC and Lists of Tables and Figures update automatically. They will be formatted and organized once all edits are made.*	*5/4/2016*	*DCS*	*LK*
109	*4/29/2016*	*Steve Herman SEDA-COG*	*Page 6, last paragraph ("An update of the Public...")*	*Delete paragraph.*	*Complete*	*Change already made - unsure by whom*	*5/4/2016*	*DCS*	*LK, MLG*
110	*4/29/2016*	*Steve Herman SEDA-COG*	*Page 8, second paragraph*	*[Last sentence]: Delete sentence ("The plan was reviewed...").*	*Complete*	*Change already made - unsure by whom*	*5/4/2016*	*DCS*	*LK, MLG*
111	*4/29/2016*	*Steve Herman SEDA-COG*	*Page 8, fifth paragraph ("The MPO's Title VI...")*	*Delete paragraph.*	*Complete*	*Change already made - unsure by whom*	*5/4/2016*	*DCS*	*LK, MLG*
112	*4/29/2016*	*Steve Herman SEDA-COG*	*Page 9, subheading "a" ("PA On Track")*	*To my knowledge, this document has yet to be finalized.*	*Complete*	*The discussion about the Statewide LRTP and Comprehensive Freight Movement Plan have been combined, to better reflect the delivery of the plans as one document. The PA On Track website indicates that adoption of the final plan is pending.*	*5/4/2016*	*RJW*	*LK, MLG*
113	*4/29/2016*	*Steve Herman SEDA-COG*	*Page 9, subheading "b" ("Comprehensive...")*	*To my knowledge, this document has yet to be finalized.*	*Complete*	*The discussion about the Statewide LRTP and Comprehensive Freight Movement Plan have been combined, to better reflect the delivery of the plans as one document. The PA On Track website indicates that adoption of the final plan is pending.*	*5/4/2016*	*Rjw*	*LK, MLG*
114	*4/29/2016*	*Steve Herman SEDA-COG*	*Page 14, Table 2, fourth column, second row ("0.3")*	*Is this correct?*	*Complete*	*Per iTMS the truck percentage is actually 29% on I-180. This has been corrected.*	*5/4/2016*	*DCS*	*LK, MLG*
115	*5/3/2016*	*James Saylor SEDA-COG*	*Page 14, Table 2, fifth column, last row ("NA")*	*Isn't this designated corridor P-1?*	*Complete*	*Yes. The table has been updated. The CSVT corridor is designated as Corridor P-1 in the current Appalachian Development Highway System.*	*5/4/2016*	*RJW*	*LK, MLG*
116	*5/3/2016*	*James Saylor SEDA-COG*	*Page 18, second paragraph ("Within the SEDA-COG...")*	*Okay, we've discussed 7 classification systems…what do they mean and how do they work together? Why do they matter to the reader?*	*Complete*	*No changes made. The discussion of the network systems shines light on the various ways that different agencies view and classify the transportation system. It is included together in one place to highlight the connections and contrasts in how the highway system can be viewed. Much of the discussion also underpins discussions later in the LRTP. The one network not refernced later in the LRTP is the Multimodal Economic Competitiveness Network, but this one seems to be emerging from PA On Track for more wide-spread, future use. We are including it to make the reader aware of it.*	*5/4/2016*	*RJW*	*LK*
117	*4/29/2016*	*Steve Herman SEDA-COG*	*Page 18, third paragraph ("Along with the...")*	*Complete this sentence.*	*Complete*	*Sentence completed*	*5/4/2016*	*DCS*	*LK, MLG*
118	*4/29/2016*	*Steve Herman SEDA-COG*	*Page 18, third paragraph, fourth bullet*	*["(more than 200)"]: In the MPO region?*	*Complete*	*There were 212 intersection traffic signals in the SEDA-COG MPO area, as of our data pull in late March 2016.*	*5/4/2016*	*RJW*	*LK, MLG*
119	*5/3/2016*	*James Saylor SEDA-COG*	*Page 18, third paragraph, fourth bullet*	*["pedestrian"]: Do we have the information to pull the number of traffic signals and the number of VMS and traffic cameras into a text box like the LRTP facts on page 3?*	*Complete*	*A figure (pie chart) has been added to show the number of traffic signals by county. The number of signals in each county is given, and the total number of signals in the MPO area (212) is given in the text.*	*5/4/2016*	*RJW*	*LK, MLG*
120	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 19, heading "1" [Title]*	*The bullet headers in this section and in some other spots are a different font (Cambria) than the majority of the text (Calibri).*	*Complete*	*All headings now use Calibri font.*	*5/4/2016*	*DCS/RJW*	*LK, MLG*

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121	5/3/2016	James Saylor SEDA-COG	Page 19, fourth paragraph ("Three of the SEDA-COG...")	Lock Haven, also - http://www.lhup.edu/students/student_resources/trolley_schedule.html, added since 2011 plan	Complete	Lock Haven has been added as suggested	5/4/2016	DCS	LK, MLG
122	5/3/2016	James Saylor SEDA-COG	Page 20, heading "(4) Van Pool" [third sentence, "distances"]	Link to the USTA and/or CATA programs.	Complete	Sentence deleted per previous comment	5/4/2016	DCS	LK, MLG
123	4/29/2016	Steve Herman SEDA-COG	Page 20, heading "(4) Van Pool"	Delete last two sentences [beginning at "Intercity service schedules"]	Complete	Deleted	5/4/2016	DCS	LK, MLG
124	4/29/2016	Steve Herman SEDA-COG	Page 21, heading "c. Regionalization"	[Second paragraph, third sentence]: Reference recent trend, however, where several systems have decided to contract with rabbittransit to oversee their shared-ride systems (Northumberland, Columbia, and Union/Snyder).	Complete	Recent trend referenced, as suggested	5/4/2016	DCS	LK, MLG
125	5/3/2016	James Saylor SEDA-COG	Page 24, Table 4	["Zip-Car" row, "Bucknell University"]: Also at Bloomsburg University.	Complete	Corrected to include Bloomsburg	5/4/2016	DCS	LK, MLG
126	5/3/2016	James Saylor SEDA-COG	Page 24, Table 4	["Susquehanna" row]: Add Lock Haven Trolley.	Complete	Added	5/4/2016	DCS	LK, MLG
127	4/29/2016	Steve Herman SEDA-COG	Page 33, heading "8" [Title]	As brought up by the Steering Committee, also emphasize the transportation and commutation purpose of trails such as the Buffalo Valley Rail Trail.	Complete	Addressed by comment 10	5/4/2016	DCS	LK, MLG
128	4/29/2016	Steve Herman SEDA-COG	Page 34, first paragraph ["Figure 5"]	Is it feasible to list the planned/proposed trails as a table in the document text, so it's more apparent to readers and helps in identifying gaps or focus areas for the Plan re: trail completion?	Complete	This information is being developed by SEDA-COG and the Susquehanna Greenways Partnership, but was not ready for the LRTP.	5/4/2016	RJW	LK
129	5/3/2016	James Saylor SEDA-COG	Page 36, heading "d. Greenways"	[Last sentence, "Corporation"]: We reference the greenway and open space plans at the county level below, is it also reasonable to call out the planning efforts here? Do they focus on a different level of facility or waterway than the mega-greenways?	Complete	Text related to greenways and open spaces was updated in the final document.	5/5/2016		LK
130	4/29/2016	Steve Herman SEDA-COG	Page 37, first paragraph ("The Middle Susquehanna...")	If including this as a standalone paragraph in the Draft that goes out for comment, you should build on this point to describe the importance of it. Otherwise, incorporate it into one of the above paragraphs.	Complete	Incorporated with previous paragraph	5/4/2016	DCS	LK, MLG
131	5/3/2016	James Saylor SEDA-COG	Page 37, heading "e" [fourth paragraph]	This is a relatively deep level of detail compared to other modes and programs	Complete	Revise section to harmonize with others. DONE	5/4/2016	DCS	LK, MLG
132	5/2/2016	Steve Herman SEDA-COG	Page 38, first bullet ("Examine and define...")	Complete this thought. Make it clear that these are just possible considerations and that the MPO will need to determine the interest in forming and defining the role of any bike/ped committee.	Complete	Done	5/4/2016	DCS	LK, MLG
133	5/3/2016	James Saylor SEDA-COG	Page 38, first bullet ("Examine and define...")	Can this material be pulled into a text box like the LRTP facts on page 3?	Complete	The section has been revised to harmonize it with other sections in this chapter (in response to other comments). This information is no longer a part of the discussion.	5/4/2016	DCS	LK, MLG
134	5/2/2016	Steve Herman SEDA-COG	Page 39, heading "4"	Also mention its role overseeing the Buffalo Valley Rail Trail.	Complete	Done	5/4/2016	DCS	LK, MLG
135	5/3/2016	James Saylor SEDA-COG	Page 39, heading "5"	So where is the transition to tie up the 8 different inventories, tie it back to the history and/or the vision, and set up the discussion of the demographics?	Complete	Inventories text was updated in the final version of the LRTP following public comment.	5/5/2016		LK
136	5/2/2016	Steve Herman SEDA-COG	Page 39, heading "A. Regional Demographic..." ["smallest in terms of overall population"]	I think we are 10th out of 19 MPOs in terms of total population; we're, not one of the smallest since several single-county MPOs are much smaller. Maybe reference your point in terms of density or rurality, not overall population.	Complete	Revise and qualify statements with facts to more precisely characterize the SEDA-COG MPO area.	5/4/2016	DCS	LK, MLG
137	5/3/2016	James Saylor SEDA-COG	Page 40, first paragraph ("The Bloomsburg-Berwick...")	Move the definition and the population table for urban clusters up to this area, or move the map and listing down into that section. Otherwise you're bludgeoning the reader with the same concepts and vocabulary in alternating sections without providing and new concepts or content.	Complete	Re-arrange to eliminate the disjointedness between the two sections. DONE	5/4/2016	DCS	LK, MLG
138	5/3/2016	James Saylor SEDA-COG	Page 42, Table 9 ["Change" column, "8.6%"]	2000-2010 is change relative to 2010, change is relative to 2000. Pick one, do not report the same number as two different percentages	Complete	Table (10) has been revised / corrected	5/4/2016	DCS	LK, MLG

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139	5/3/2016	James Saylor SEDA-COG	Page 43, Table 10 ["Bloomsburg - Berwick UZA"]	Footnote the ones that extend outside of the planning area.	Complete	Reorganize table with UZA/US within SEDA-COG MPO at the top, others below with footnote to indicate Steve's point. DONE	5/4/2016	DCS	LK, MLG
140	5/2/2016	Steve Herman SEDA-COG	Page 43, heading "c" [Title]	Also cover the Old Order Mennonite population in this section, as raised by Steering Committee members at 4/29 meeting.	Complete	The section was retitled as "Plain Sect Populations" to include Amish and Old Order Mennonite groups. The population table was revised to include the estimated Old Order Mennonite population, from Union County records. Additional text was added to describe the distinction between Amish and Mennonite populations.	5/4/2016	RJW	LK
141	5/2/2016	Steve Herman SEDA-COG	Page 43, heading "c" [First sentence, "previous"]	Discussed later in document, not previous?	Complete	The word "previous" has been deleted	5/4/2016	DCS	LK, MLG
142	5/2/2016	Steve Herman SEDA-COG	Page 44, Figure 7	Include a graphic with better resolution and clarity.	Complete	Done	5/4/2016	DCS	LK, MLG
143	5/2/2016	Steve Herman SEDA-COG	Page 45, Figure 8	Include a graphic with better resolution and clarity.	Complete	Done	5/4/2016	DCS	LK, MLG
144	5/2/2016	Steve Herman SEDA-COG	Page 47, heading "a" [First sentence, "50"]	99? Clean up this entire section and mapping to reflect the updates and more accurate data received from the counties. SEDA-COG GIS can assist you.	Complete	The section has been substantially revised. The table of Top 25 Employers has been removed from the document, and replaced with mapping derived from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics data. Also included is a table showing the top 10 employers in each county, according to PA Dept. of Labor & Industry data. Text has been rewritten around the new maps and tables.	5/4/2016	RJW	LK, MLG
145	5/2/2016	Steve Herman SEDA-COG	Page 52, first paragraph ("The LRTP also...")	This is obviously a holdover from the NEPA MPO LRTP. Revise or delete this paragraph.	Complete	This paragraph has been revised to be specific to SEDA-COG MPO. For instance, references to the Air Quality Model have been removed.	5/4/2016	DCS	LK, MLG
146	5/3/2016	James Saylor SEDA-COG	Page 53, second paragraph ("The region's rivers...")	These paragraphs repeat much of the information from page 36 with a slightly different tilt. Is that the intent, or is this carryover from the way the SGP was covered in the 2011 plan?	Complete	This section was revised	5/4/2016	DCS	LK, MLG
147	5/3/2016	James Saylor SEDA-COG	Page 68, heading "d" [Second sentence]	State owned bridges over 8' long were already in BMS.	Complete	The wording of this paragraph has been revised to more precisely describe the summary provided in the table and its implications for maintenance needs of local bridges 8' to 20' in length.	5/4/2016	RJW	LK, MLG
148	5/2/2016	Steve Herman SEDA-COG	Page 72, heading "b" [fourth paragraph, "Error! Reference..."]	Correct this.	Complete	Corrected	5/4/2016	DCS	LK, MLG
149	5/2/2016	Steve Herman SEDA-COG	Page 78, heading "7" [First paragraph, last sentence]	This is inaccurate. I'm pretty sure we provided you with the most recent report (4th edition, issued July 2015).	Complete	Graphics have been updated with those from the 2015 Report. Discussion has been modified to reflect new values.	5/5/2016	RJW	LK
150	5/2/2016	Steve Herman SEDA-COG	Page 78, Figure 29	Do you want to use the graphic from the July 2015 report, which has the actual fatalities through the 2010-2014 period included. Likewise, for the subsequent charts?	Complete	Graphics have been updated with those from the 2015 Report. Discussion has been modified to reflect new values.	5/5/2016	RJW	LK
151	5/2/2016	Steve Herman SEDA-COG	Page 92, heading "d" [Second paragraph, "Figure 43"]	Use data portrayed in our latest LRTP Performance Measures Annual Report, posted on website here: http://www.seda-cog.org/transportation/Documents/Performance%20Measures%20Report_2015.pdf	Complete	The figure has been updated with Figure 13 from the SEDA-COG MPO Regional Performance Measures Report, dated April 2016.	5/4/2016	RJW	LK, MLG - new figure 46
152	5/2/2016	Steve Herman SEDA-COG	Page 92, Figure 43 [footnote]	Indicate what the asterisk for Mt. Carmel Borough represents.	Complete	The asterisk indicates fixed route providers. LATS is the only fixed route provider.	5/4/2016	DCS	LK, MLG
153	5/2/2016	Steve Herman SEDA-COG	Page 97, second subbullet ("Ridge Road...") [last sentence]	Complete this thought.	Complete	Text added. Sentence now reads -- "Just west of the proposed interchange, a portion of Ridge Road and Lahrs Road—both of which connect to PA 147—are locally-owned roads. Large increases in traffic volume and composition will necessitate increased maintenance, further burdening Point Township's road maintenance budget."	5/4/2016	RJW	LK, MLG
154	5/2/2016	Steve Herman SEDA-COG	Page 99, heading "B" [Second paragraph, second sentence, "EDC"]	Spell this out.	Complete	Economic Development Center - spelled out in text	5/4/2016	DCS	LK
155	5/2/2016	Steve Herman SEDA-COG	Page 101, Figure 48 [Title]	Is this figure described in the narrative? I don't believe it is. Should have some summary statement for it.	Complete	It was not - it is now and text is included to summarize the figure	5/4/2016	DCS	LK
156	5/2/2016	Steve Herman SEDA-COG	Page 102, First paragraph ("A major driver in...")	Delete paragraph.	Complete	Done	5/4/2016	DCS	LK

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	Date	*Name Organization*	*Document name, Section, Page #, Paragraph*	*Text of comment provided*	*"Unassigned" "Assigned to [person]" "In progress" "Complete"*	*Text or description of change made to resolve the Comment*	*Date*	*Name of Editor Incorporating comment*	*Name of back-checker*
157	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 102, fourth paragraph ("The region is located...") [Last sentence]*	*These are located outside of the SEDA-COG MPO. Suggest removing these references*	*Complete*	*Done - removed*	*5/4/2016*	*DCS*	*LK*
158	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 102, fifth and sixth paragraphs*	*Is this redundant with earlier information in the Plan? Can it be removed?*	*Complete*	*No - this is where Figure 48 (now 49) is now referenced. The text has been revised to eliminate some of the duplication and simplify the statements.*	*5/4/2016*	*DCS*	*RJW*
159	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 110, Table 27 ["Grantee" column, "City of Williamsport"]*	*WATS MPO project. Suggest deleting.*	*Complete*	*Deleted*	*5/4/2016*	*DCS*	*LK*
160	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 110, Table 27 ["Grantee" column, "Fairfield Township"]*	*WATS MPO project. Suggest deleting.*	*Complete*	*Deleted*	*5/4/2016*	*DCS*	*LK*
161	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 111, Table 27 ["Project Status" column, Last row]*	*Project was let on 3/24/2016. Also, the contract has been awarded.*	*Complete*	*Revised*	*5/4/2016*	*DCS*	*RJW*
162	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 112, heading "f" [Fourth Paragraph ("The Degenstein...")]*	*Does this really belong here, under DCNR?*	*Complete*	*These grants were all found in DCNR's Funding Guide for Recreation & Conservation Projects, March 2014 (*www.dcnr.state.pa.us/cs/groups/public/.../dcnr_20028922.docx*)* instead of listing the individual grants, the guide has been referenced.	*5/4/2016*	*DCS*	*LK*
163	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 114, heading "1" [First sentence ("The SEDA-COG...")]*	*Rephrase or footnote what qualifies as bridge in this context (i.e., the lengths included).*	*Complete*	*Completed - included all known state and local bridges over 8' in length*	*5/4/2016*	*DCS*	*LK*
164	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 125, Figure 53 [Title]*	*Include better resolution graphic that is more legible.*	*Complete*	*Done (I think this was the Keystone West Figure?)*	*5/4/2016*	*DCS*	*LK*
165	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 126, heading "A" [Third paragraph, First sentence]*	*As with other elements of the Plan, we'd like to receive the reproducible methodology for this analysis.*	*Complete*	*Documentation is provided in the appendix document titled "Cluster Analysis of Comment Data compiled by the State Transportation Commission and PennDOT and its use in Public Engagement during the SEDA-COG MPO Long Range Transportation Plan".*	*5/4/2016*	*RJW*	*RJW*
166	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 130, heading "b" [Second paragraph, "+X.X%"]*	*Correct this.*	*Complete*	*Revised to be "+2.6%" -- growth in SEDA-COG MPO's federal allocation.*	*5/4/2016*	*RJW*	*LK*
167	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 136, Table 30 ["Description" column, MI-13 row, ("X")]*	*Correct this.*	*Complete*	*Revised to indicated that bridges are within "2 miles of each other ..."*	*5/4/2016*	*RJW*	*LK*
168	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 137, Table 30 ["Project Title" column,"MO-03" row]*	*Retitle to get at consensus reached at 4/29 Steering Committee meeting.*	*Complete*	*MO-3 Project Title was revised to "Major Medical Activity Centers Coordinated Transit Expansion". Title was reviewed/edited by SEDA-COG MPO staff.*	*5/4/2016*	*RJW*	*LK*
169	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 137, Table 30 ["Description" column,"MO-03" row]*	*Rephrase to get at consensus reached at 4/29 Steering Committee meeting. Something along the lines of implementing more coordinated and enhanced public transportation to major medical facilities such as Geisinger Medical Center?*	*Complete*	*MO-3 Project Description was revised to "Explore potential options for expansion/modification/ coordination/etc.— under direct consultation with transit providers, operators, and county commissioners—to meet unmet needs related to major medical centers and other medical activity centers. The service options may expand and better coordinate transit systems for accessing Geisinger and other medical activity centers within and beyond the SEDA-COG MPO region." Description was reviewed/edited by SEDA-COG MPO staff.*	*5/4/2016*	*RJW*	*LK*
170	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 138, heading "7" [First bullet, "XX"]*	*Correct this.*	*Complete*	*To avoid confusion, the number of projects for each project source has been removed, as some projects would be counted in two different categories and the total would not equal the number of projects in the Illustrative List.*	*5/4/2016*	*RJW*	*LK*
171	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 138, heading "7" [Second bullet, "XX"]*	*Correct this.*	*Complete*	*To avoid confusion, the number of projects for each project source has been removed, as some projects would be counted in two different categories and the total would not equal the number of projects in the Illustrative List.*	*5/4/2016*	*RJW*	*LK*
172	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 138, heading "7" [Third bullet, "XX"]*	*Correct this.*	*Complete*	*To avoid confusion, the number of projects for each project source has been removed, as some projects would be counted in two different categories and the total would not equal the number of projects in the Illustrative List.*	*5/4/2016*	*RJW*	*LK*
173	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 141, Table 33 ["N-01" row]*	*Was consensus from the 4/29 Steering Committee to remove this project? If so delete it.*	*Complete*	*Consensus from the 4/29 Steering Committee Meeting was to keep the project in the Illustrative List as a "line item" type of project. As such, the Title and Description were revised. N-01 Project Title was revised to "Collaborative Community Transit Service". N-01 Project Description was revised to "Explore potential options for expansion of transit services—under direct consultation with transit providers, operators, and county commissioners—to meet unmet transportation needs. The project is intended to identify and meet public transportation needs when they emerge."*	*5/4/2016*	*RJW*	*LK*
174	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 141, Table 33 ["N-04" row, "10,658,000"]*	*Fix formatting.*	*Complete*	*Done*	*5/4/2016*	*DCS*	*LK*

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175	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 141, Table 33 ["S-05" row]*	*Delete this project.*	*Complete*	*Project was deleted from the Illustrative List.*	*5/4/2016*	*DCS*	*LK*
176	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 141, Table 33 ["S-12" row, "163,548,000"]*	*Fix formatting.*	*Complete*	*Done*	*5/4/2016*	*DCS*	*LK*
177	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 141, Table 33 ["U-05" row]*	*Delete this project.*	*Complete*	*Project was deleted from the Illustrative List.*	*5/4/2016*	*DCS*	*LK*
178	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 149, heading "A" first bullet ["2015 SEDA-COG MPO Regional..."]*	*2016 LRTP Performance Measures Annual Report has been completed and posted on website here: http://www.seda-cog.org/transportation/Documents/Performance%20Measures%20Report_2015.pdf*	*Complete*	*Description in text, description in footnote, weblink, and document included in the LRTP appendix have all been updated. The report is referenced as the "2015 Performance Measures Annual Report", with April 2016 document date.*	*5/4/2016*	*RJW*	*RJW*
179	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 149, heading "A" third bullet*	*Delete this?*	*Complete*	*Deleted*	*5/4/2016*	*DCS*	*RJW*
180	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 152, Table 37 ["Target Long-Term" column heading]*	*Horizon year or # of years associated with long-term?*	*Complete*	*The term "Long Range", as it relates to Performance Measures, is used as given in the PennDOT Performance Measures Reports for Pavements. There is no specific date given to define Long Range. However, we note that the Long Range and 2015 targets are identical, implying that the Long Range targets are likely intended as ongoing maintenance goals. The column title has been revised to "2015/Long Range" and a note has been added to the bottom of the table.*	*5/4/2016*	*RJW*	*LK*
181	*5/2/2016*	*Steve Herman SEDA-COG*	*Page 152, Table 37 ["Data Source" column, "Maintain %..." row]*	*Merge with below cells.*	*Complete*	*Done*	*5/4/2016*	*DCS*	*LK*
"SEDACOG MPO_LRTP Report (2016-05-06) PUBLIC-DRAFT"									
document, but rather an earlier DRAFT version. Some of Mr. Gomes references to certain pages, figures, and tables could not be verified, while others described information that had been revised or eliminated in preparation of the PUBLIC-DRAFT document. A best attempt has									
182	*5/31/2016*	*Bill Gomes Mifflin County*	*Entire document*	*Mifflin County Planning provided SEDA-COG with Chapter 9, pages 9-17 - 9-19 of their Comp Plan, regarding Intercity Bus Service, Public Transit Service, and Aviation provided for informational purposes.*	*Complete*	*Much of the information on Public Transit Service and Aviation was was previously incorporated in the LRTP document. A few additional details regarding intercity bus service were added.*	*6/20/2016*	*RJW*	*DCS*
183	*5/31/2016*	*Bill Gomes Mifflin County*	*Page I (Executive Summary)*	*Although the plan focuses on the 8 counties, SEDA-COG is composed of 11 counties including Centre County. In the area of transportation it is hard to completely eliminate Centre County from the discussion. I particularly make reference to the improvement on Route 322 along Seven Mountains and the impact that will have on the region and Mifflin County.*	*Complete*	*A description of the Potter's Mills Gap Project and a reference to the Mifflin County Comprehensive Plan has been added in the Regional Context chapter, Section B.2. See also comment 216.*	*6/23/2016*	*RJW*	*DCS*
183	*5/31/2016*	*Bill Gomes Mifflin County*	*Page I (Executive Summary)*	*A second item has to do with CATA since they provide a van pooling service into Mifflin County and it not mentioned.*	*Complete*	*Discussion of CATA's current vanpool rideshare programs and service to the SEDA-COG MPO counties does appear under the "Vanpool" section on page 20. This discussion has been expanded to reflect the information provided from the 2014 Mifflin County Comprehensive Plan. See also comment #190.*		*RJW*	*DCS*
183	*5/31/2016*	*Bill Gomes Mifflin County*	*Page I (Executive Summary)*	*A third item is passenger train service, which is minimally addressed. Even though there is only one train stop in the MPO in Lewistown, the train plays an important link for the Penn State community. I am not saying the document has to be redrafted, but rather inclusive and provide a linkage with efforts ongoing at Centre Region."*	*Complete*	*The Issues & Implications summary in the Executive Summary now mentions the need to consider additional passenger service, via additional Keystone West trips.*	*6/27/2016*	*DCS*	*MLG*

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184	*5/31/2016*	*Bill Gomes Mifflin County*	*Page I (Executive Summary)*	*"The Executive Summary plays an important part of conveying a summary of what the plan has to say and highlights points the document wants to illustrate. It is also may be the only part of the study that some people will read, further enhancing its importance. Some points that could be mentioned include: this is an update from the 2011 Long Range Plan; the update was particularly appropriate with the change from an RPO to an MPO in 2013; the document promotes the interconnection between transportation and land use; it focuses on practical solutions to problems of transportation safety, maintenance, congestion and mobility; it provides a vision and goals of the region that incorporates existing county comprehensive plans; and reviews the existing transportation system including highways, transit, airports, passenger and freight train service, pedestrian and bicycle facilities as well as the needs of plain sect community. The plan also reviews priority projects based on an agreed upon scoring system including the CSVT project, economic development implications, needed transportation investments, bridge maintenance and replacements. I think these are points that could be included in the executive summary. Nothing in the current version of the executive summary would spur me to want to read the document."*	*Complete*	*The Executive Summary has been fully revised and significantly expanded.*	*6/26/2016*	*RJW*	*MLG*
185	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 1, fifth paragraph ("Consistent with its bylaws...")*	*"On page 1, under Introduction, the last paragraph, the composition of the MPO is listed as well as a list of other non-voting members. The two groups that send representatives regularly and not listed are Geisinger and the Susquehanna Greenways. Should they be included?"*	*Complete*	*"Geisinger staff" have been added to the list of non-voting MPO members. Representatives of the Susquehanna Greenways Partnership would be included in the "SEDA-COG staff" category.*	*6/23/2016*	*RJW*	*DCS*
186	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 5, second & third paragraphs*	*"On page 5, under Legislation and Performance based planned, the paragraph identifies federal legislation, such as Map 21, there is not much information on the program. Also there is mention about Act 89 and Act 13 without much information as well. There might be a little discussion on this later (pages 105-106), but a little more clarity might help."*	*Complete*	*Weblinks to external resources have been added to the document for Act 89 (PennDOT and APC/PHIA) and Act 13 (PUC). These links are found in the "Issues and Implications" Chapter, under Section C.3.b and C.3.c.*	*6/21/2016*	*RJW*	*DCS*
187	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 8, heading "F."*	*"On page 8, under Comprehensive Freight Plan, the term "FHWA," is mentioned but did not see if it is spelt out as to what it stood for."*	*Complete*	*A mention of "FHWA" was removed from the section noted in more recent version than the document reviewed by Bill Gomes.*	*6/15/2016*	*MMM*	*DCS*
188	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 13, Table 2*	*"On page 13, under Table 2- Major Highway, why isn't Route 655 and Route 522/22 South listed going to Huntingdon listed?"*	*Complete*	*Table 2 was revised to break out US 522 east of Lewistown and US 22/522 west of Lewistown on separate rows.* *In the context of the MPO, PA 655 has far lower traffic volume, truck volume, and geometry than the other Major Roadway in Table 2 and Figure 2.*	*6/20/2016*	*RJW*	*DCS*
189	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 14, heading "a."*	*"On page 14, under the National Highway System, why isn't the Appalachian Development Highway System listed? There is a general mention of this only on page 106. What is significant is that Route 522/22 South is part of that system and efforts in the years past were to take it off the system and thus impacting on the availability of future funding. A long term goal has been to do a corridor study that includes this section going into Huntingdon. The Huntingdon/Blair section did get a special appropriation a few years ago, but it was tied to PennDOT District 9. You will see this project is listed in the list of projects at the rear of this report."*	*Complete*	*Information about Corridor M and Mifflin County's interest in completing a master plan study for the US 22/522 corridor has been added to the discussion in the "Issues and Implications Chapter", Section C.3.e.* *The ADHS is not a component of the NHS like the other systems listed. That is, not all ADHS routes are included in the National Highway System--particularly local access roads. The ADHS is much less a classification scheme than it is a "designation" that makes the corridor eligible for certain funding streams under different funding conditions, such as the required Federal match. As such, the ADHS is referenced in the Issues and Implications section devoted to "Transportation Investment and Funding".*	*6/21/2016*	*RJW*	*DCS*

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						No revision.			
190	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 18, section "(1)"*	*"On page 20, under Park and Ride, why is there no mention of developing a park and ride facility closer to Mifflin County since the existing one is at the Newport exit off Route 322.* *Also, under other providers, do you want to include charter bus services such as Yoder's in Mattawana outside McVeytown?* *Further, under Regionalization, there was a Public Transportation Study completed for Mifflin County at the end of 2002 and was not sure that was seen."*	*Complete*	*The SR 0022/322 Commuter Parking Study addressed locations within Juniata County only. The location nearest to Mifflin County was at the Arch Rock Road exit, but this location was not recommended for further investigation.* *Charter bus operators that do not provide public service were not included in the LRTP inventories.* *We understand that the Public Transportation Study concluded that fixed route service was technically feasible and a starter route could be operated for a demonsration period to confirm feasibiltiy. However, the Mifflin County website indicates that the implementation of transit service was not approved.*	*6/21/2016*	*RJW*	*DCS*
191	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 25, section 5. ("Railroad System"), heading a. ("Passenger Service")*	*"On page 24, under Passenger Service, there is evidence in in a recent report of increased use of passenger train service between Pittsburgh and Harrisburg and the interest in going from one to three trains a day. This is also discussed on page 122 and information on this was sent separately by email to you."*	*Complete*	*The Section on Passenger Rail in the Regional Context Section of the LRTP has been revised (reduced) to discuss only the existing condition, as that is the focus of this section of the LRTP.* *The Passenger Rail section of the Issues and Implications Section has been rewritten to include information on increasing ridership and the desire to add trips each day.*	*6/27/16*	*DCS - edits provided by Rick Biery (Dawood)*	*MLG*
192	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 29, section 6. ("Airports") & Table 7*	*"On page 28, under Airports, was there a review of the Mifflin County Master Plan that was completed about two years ago. Also, why is there no listing of the Centre County Airport in Table 6 since it provides regional service for our area?"*	*Complete*	*No revision.* *A master plan for the Mifflin County Airport was not discovered during the LRTP inventory phases, and this resource was not provided as a reference.* *The LRTP inventories are specific to airport facilities that are located within the SEDA-COG MPO.*	*6/21/2016*	*RJW*	*DCS*
193	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 31, heading c. ("Planning Issues")*	*"On page 30, under Planning Issues, the last bullet on paved shoulders is something that does not always happen due to costs and would be helpful for safer pedestrian use."*	*Complete*	*No revision.*	*6/21/2016*	*RJW*	*DCS*
194	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 31, section 8. ("Recreational Systems")*	*"On page 31, Under Land Trails or Bike Trails, it implies that Lewistown has a bike trail and it does not have one. We tried about four years ago to get one along Electric Ave. without success with PennDOT and all we got were Share the Road signs."*	*Complete*	*No revision. Two rail trails are described in detail in this section and neither is stated to be located in or near Lewistown. Table 8 indicates that two "land trails" are found in Mifflin County--Penn's Creek Path and Mid-State Trail.*	*6/21/2016*	*RJW*	*DCS*
195	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 35, heading d. ("Greenways")*	*"On page 34, under Greenways, there is a lot of discussion of the Susquehanna Greenway Partnership, but little at all about the Alleghany Ridge Corporation and its efforts. At this point we don't have much so connectivity is an issue. I also see a reference here and on page 52 about the Lake Augusta Gate Corridor Study. Did that plan actually get implemented?"*	*Complete*	*Discussion of the Allegheny Ridge Corporation and its efforts were added in the PUBLIC-DRAFT LRTP dated 5/6/2016. See the Regional Context chapter, Section B.8.f.(3). This discussion has been expanded to reference the Main Line Canal Greenway (http://mainlinecanalgreenway.org/).* *Implementaion of the Lake Augusta Gateway Corridor Study is ongoing. Contact Trish Carothers at SEDA-COG for more information about its progress.*	*6/21/2016*	*RJW*	*DCS*
196	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 38, Table 9*	*"On page 40, under Table 9, I believe your numbers for Lewistown are transposed between 2000 and 2010 since Lewistown lost population in that time frame."*	*Complete*	*This is Table 11 in the PUBLIC-DRAFT LRTP, dated 5/6/2016. The 2000 and 2010 populations were reversed. This has been corrected and the 2010 Population Density recalculated.*	*6/21/2016*	*RJW/LMS*	*DCS*
197	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 40, Table 10*	*"On page 41, under Table 10, it lists the Lewistown Urbanized Cluster and would appreciate clarification whether that includes the greater Lewistown area (Lewistown, Derry, Granville, Burnham and Juniata Terrace) to come up with the population you have listed."*	*Complete*	*No revision. The extent of the Lewistown Urbanized Cluster is illustrated in Figure 7 of the PUBLIC-DRAFT LRTP, dated 5/6/2016. The Urban Clusters are compliations of Census Blocks. As such, they do not always follow municipal boundaries.*	*6/21/2016*	*RJW*	*DCS*
198	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 42, first paragraph ("Approximately 58,000...")*	*"On page 42, in the first paragraph, you mention the Amish population and that Mifflin County has the 12th largest settlement in the United States, but you could instead say we have the 2nd largest population in the State."*	*Complete*	*The section has been revised to reference both the national and state rank of Amish population.*	*6/21/2016*	*RJW*	*DCS*
199	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 44, third paragraph ("Figure 10...")*	*"On page 43, in the third paragraph that starts with Figure 9, there is a typo, "AS", that you might have already corrected."*	*Complete*	*Text error had already been addressed in more recent version than the document reviewed by Bill Gomes.*	*6/21/2016*	*MMM*	*DCS*

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200	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 46, Table 13*	*"On page 47, under Table 13, the top employers in Mifflin County do not appear to be correct. For one, you listed both Lewistown Hospital and Geisinger Health Systems separately with the same number and wonder if they should be the same listing since the hospital is owned by Geisinger. Also, I believe you missed the County School District, First Quality and Standard Steel. So you might want to double check your information."*	*Complete*	*No revision. In the PUBLIC-DRAFT LRTP, dated 5/6/2016, the top 10 employers in each SEDA-COG MPO county are listed in Table 15. This data is directly from the PA Department of Labor & Industry, 2015, 2nd Quarter. "Geisinger Lewistown Hospital" is listed as the top employer, followed by "Standard Steel LLC" and then "Mifflin County School District".*	*6/21/2016*	*RJW*	*DCS*
201	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 53, last paragraph ("Other efforts underway...")*	*"On page 51, the last paragraph, you mention the Juniata County Comprehensive Plan in terms of tourism, yet Mifflin and Juniata Counties did a joint Greenways, Open Space and Rural Recreation Plan (2010). As for their plan, I am not sure how it is used, but know we have used it for several projects and it now tied to the Mifflin County Comprehensive Plan (2014)."*	*Complete*	*No revision. Page 36 under greenways includes text referencing the various county / regional greenways plans. Individual plans are not mentioned specifically – there are just too many to mention; plus greenways are typically not funded through the LRTP anyway. They are typically funded through DNCR or DEP grants.*	*6/24/16*	*DCS*	*RJW*
202	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 54, third paragraph ("These steps were fulfilled...")*	*"On page 52, under LPN, the third paragraph, you mention a coordination meeting held on April 27, yet the document we reviewed was dated April 20. I just wanted to make sure that was correct."*	*Complete*	*No revision. The 4/20/2016 document was written as a DRAFT in anticipation that the FINAL version of the LRTP document would be dated after the 4/27/2016 Agency Coordination Meeting. To reduce the need to revise the text, the section was written in past tense.*	*6/20/2016*	*RJW*	*DCS*
203	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 61, heading a.*	*"On page 59, under Bridges of Special Concern, you mention "SD, "but did not see it spelled out or defined. You mention it is "structurally deficient" in the prior paragraph, but did not list the term "SD". Also, you might want to clarify an SD deck area."*	*Complete*	*Text update made accordingly.* *The following explanatory text has been added: "When quantifying and evaluating the extent of structural deficiency across the full inventory of bridges, it is common to reference the number of SD bridges as well as the total bridge deck area (bridge length times width) of all SD bridges."*	*6/15/2016* *6/21/2016*	*MMM* *RJW*	*DCS*
204	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 65, Figure 21*	*"On page 63, under Figure 20, there is no closed bridge for Mifflin County shown on this map, yet there is one listed in Table 16. I assume this is the one in Yeagertown and should be shown on the map."*	*Complete*	*The Bridges of Special Concern mapping has been reviewed and updated to show the closed bridges, including those slated for removal (see comment #223).*	*6/25/2016*	*SEDA-COG GIS*	*MLG*
205	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 68, Table 19*	*"On page 66, under Table 17, the table is confusing since it lists over 20 foot bridges and 8-20 foot bridges twice without an explanation of how the number was derived as well as the inventory."*	*Complete*	*No revision. The text and table (Table 19) were clarified in the PUBLIC-DRAFT LRTP, dated 5/6//2016. The text explains how the known distribution of State-Owned bridges of different lengths was used to predict the number of Local-Owned bridges of those same lengths. The number of Local-Owned bridges over 20' was known and this number was used to predict the number of Local-Owned bridges 8' to 20'. The final column of the table gives the actual number of Local-Owned Bridges 8' to 20' to demonstrate how much larger the Local-Owned bridge inventory is versus what was expected.*	*6/21/2016*	*RJW*	*DCS*
206	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 72, heading b.*	*"On page 70, under the last paragraph under Operational Capacity, it starts out with the words: "Error! Reference source not found." Has this been corrected?"*	*Complete*	*Formatting error was corrected prior to Public Comment Period.*	*6/15/2016*	*MMM*	*DCS*
207	*5/31/2016*	*Bill Gomes Mifflin County*		*"On page 73, under Figure 27, I am not sure whether or not this should be listed as a table, but it should have a fuller explanation. The way it is displayed it is hard to determine its relevance. Also in Figure 28, there needs to be more detail for the circles in the legend."*	*Complete*	*No revision. The text explanation and the figure (map) were clarified and revised in the PUBLIC-DRAFT LRTP, dated 5/6/2016. The circles are no longer included on the Segment Crash History map.*	*6/23/2016*	*RJW*	*DCS*
208	*5/31/2016*	*Bill Gomes Mifflin County*	*Pages 80-81, Figures 31-34*	*"On pages 76-77, should Figures 29, 30, 31 and 32 be listed as tables instead of figures?"*	*Complete*	*No revision. Similar to other charts included in the LRTP, these figures from the PennDOT Highway Safety Guidance Report were designated as "figures".*	*6/23/2016*	*RJW*	*DCS*
209	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 83, section 8 ("High Crash Locations...")*	*"On page 80, under High Crash Locations in the first paragraph, what is the definition of "CDART?"*	*Complete*	*Acronym expansion had been added in more recent version than the document reviewed by Bill Gomes.*	*6/15/2016*	*MMM*	*DCS*
210	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 84, Table 24*	*"On page 81, under Table 22, are the 3 intersections in Mifflin County listed somewhere?"*	*Complete*	*The Intersecction Safety Implementation Plan (ISIP) locations are not listed in the LRTP but are provided on the PennShare GIS website at: http://pennshare.maps.arcgis.com/home/item.html?id=23bcd174b58b476a85b1c53f81b68c05*	*6/23/2016*	*RJW*	*DCS*
211	*5/31/2016*	*Bill Gomes Mifflin County*	*Page 89, Figure 37 [inset table]*	*"On page 86, under Figure 36, you have Eastern Industries listed separately, but believe they were bought out by Hawbaker."*	*Complete*	*No revision. The FreightFinder data from Transearch is 2011 vintage data. If the buyout occured after 2011, it would not be reflected. Other reviewers of the LRTP noted the age of the data as a concern.*	*6/23/2016*	*RJW*	*DCS*

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212	5/31/2016	Bill Gomes Mifflin County	Page 95, Table 27	"On page 92, under Table 25, it should be noted that Mifflin County has the highest in county commute compared to the other SEDA-COG counties."	Complete	The following text was added: "Columbia County has the largest number of in-county commuters, likely related to the Geisinger Medical Center. Mifflin County has the largest proportion of in-county commuters, indicating a higher level of residence-to-employment balance within the county."	6/23/2016	RJW	DCS
213	5/31/2016	Bill Gomes Mifflin County	Page 101, heading B,third paragraph ("Within the SEDA-COG...")	"On page 97, under Economic Development in the last paragraph, there is discussion of two economic development centers, but it is not clear where Mifflin, Juniata or Clinton Counties fit in the picture."	Complete	No revision. The EDCs are established by SEDA-COG. Contact Betsy Lockwood at SEDA-COG (570-524-4491) for background information. It does not appear that MIfflin, Juniata, and Clinton Counties are currently included in an EDC. The Economic Development Centers (and growth centers) have been identified since SEDA-COG became designated as an Economic Development District. It was recognized that while SEDA-COG covers an expansive 11-county region, that there were certain areas that had specialized economic activities. For instance, Centre County and the Bellefonte-State College EDC has the presence of Penn State University. In the Central Susquehanna EDC there is the presence of Geisinger Medical Center. While advanced technology has been an important sector in Centre County, the manufacture of durable goods is more prevalent in the Central Susquehanna EDC.	6/23/3016	RJW	DCS
214	5/31/2016	Bill Gomes Mifflin County	Page 104, Figure 49	"On page 99, under Figure 48, did this map take into account the Mifflin County Comprehensive Plan Existing or Future Land Use Plan maps?"	Complete	The Economic Resources map is a product from SEDA-COG that has been assembld from a variety of sources. The mapping is continuing to be developed, and additional resources should be suggested to the SEDA-COG GIS group.	6/23/2016	RJW	DCS
215	5/31/2016	Bill Gomes Mifflin County		"On page 100, in the fourth paragraph, what about the improvements taking place along Route 322 on Seven Mountains. Even though it goes into Centre County you cannot minimize the upgrading of Route 322 to the region and Mifflin County."	Complete	A description of the Potter's Mills Gap Project and a reference to the Mifflin County Comprehensive Plan has been added in the Regional Context chapter, Section B.2. See also comment 183.	6/23/2016	RJW	DCS
216	5/31/2016	Bill Gomes Mifflin County	Page 109, heading c. ("Act 13")	"On page 105, under Act 13, you should mention that Act 13 is tied to addressing SD bridges."	Complete	No revision. Under the Issues and Implications Chapter, Section C.3.c, "Act 13", the following text explanation is given: "These funds are distributed to counties (proportionately based on population) and are to be used to fund the replacement or repair of locally owned (county; municipal), at-risk, deteriorated bridges."	6/23/2016	RJW	DCS
217	5/31/2016	Bill Gomes Mifflin County	Page 110, heading e. ("ARC")	"On page 106, under ARC, you need to spell how what ADHS stands for and again, as stated previously (page 14), that this program is tied to SR 522/22 in terms of future funding."	Complete	The ADHS acronym has been spelled out, and the section revised to reduce repetition. The map referened in Figure 51. "The Appalachian Development Highway System in Pennsylvania" has been changed to provide a more details depiction of the current ADHS.	6/15/2016 6/20/2016	MMM RJW	DCS
218	5/31/2016	Bill Gomes Mifflin County	Page 113, heading f. ("DCNR")	"On page 110, under DCNR, are there examples of projects funded by the Degenstein foundation?"	Complete	No revision. The paragraph devoted to the Degenstein Foundation was removed from the PUBLIC-DRAFT version. See the following link for information about funding qualifications: http://www.deg-fdn.org/.	6/23/2016	RJW	DCS
219	5/31/2016	Bill Gomes Mifflin County	Page 113, heading b. ("Multi-Agency Cooperation")	"On page 111, under Multi-Agency Cooperation, this should also include DCED and the CDBG program."	Complete	DCED and CDBG have been added to the discussion. The acronyms have been added to the Transportation Acronyms in Appendix K.	6/23/2016	RJW	DCS
220	5/31/2016	Bill Gomes Mifflin County	Page 114, heading D. ("Bridges/Asset Management"), second paragraph	"On page 112, under the third paragraph, although the bridge lengths are mentioned on page 113, is this your attempt to address the under 20 foot bridges? If so, can you be a little clearer?"	Complete	No revision. The Local Bridge Sub-Committee was convened to address a broad range of issues associated with local bridges. The bullet points outlining the recommended staff activiteis were quoted from the SEDA-COG MPO's draft document titled "Outcomes and Recommendations from the SEDA-COG MPO Local Bridge Subcommittee". A footnote reference has been added to the LRTP document.	6/23/2016	RJW	DCS
221	5/31/2016	Bill Gomes Mifflin County	Page 116, section 3. ("RBR Project")	"On page 113, under Rapid Bridge Replacement, is there a list that can be included in an appendix?"	Complete	The full listiing of bridges by county, along with maps of their locations and a timeframe for completion, are provided at http://parapidbridges.com/bridgesbycounty.html.	6/23/2016	RJW	DCS
222	5/31/2016	Bill Gomes Mifflin County	Page 116, section 4. ("Bridge Removals")	"On page 115, under Bridge Removals, Figure 20 is mentioned, but the one bridge in Mifflin County is not shown."	Complete	The Bridges of Special Concern mapping has been reviewed and updated to show the closed bridges, including those slated for removal (see also comment #205).	6/25/2016	SEDA-COG GIS	DCS
223	5/31/2016	Bill Gomes Mifflin County	Page 119, bulleted list	"On page 116, under Freight Movement in the bulleted section, what about the Seven Mountains project?"	Complete	No revision. The bullets list objectives of PA On Track in relation to freight movement. The Seven Mountains ITS and Potter's Mills Gap projects both achieve one or more of the objectives listed.	6/20/2016	RJW	DCS
224	5/31/2016	Bill Gomes Mifflin County	Pages 120-122, including Figure 54	"On pages 117-119, under Horse Drawn Travel, it is clear from Figure 52 and Table 28 that Mifflin County has been particularly affected by buggy crashes and should be noted."	Complete	Agreed. Text added to read: "Mifflin and Clinton counties show the most intense concentrations of crashes."	6/20/2016	RJW	DCS

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225	5/31/2016	Bill Gomes Mifflin County	Page 125, last paragraph ("The federal FAST Act...")	"On page 122, under PA Intercity Passenger and Freight, as mentioned on page 24, ridership has improved and the last half of the last paragraph should be toned down."	Complete	The FTA New Starts ridership forecast threshold required to justify the infrastructure and operating investments is substantial and remains a major hurdle to adding commuter passenger rail service on the Keystone West line from Lewistown to Pittsburgh. In addition, the issues of economic connection and comparative travel time remain as key planning issues that would have to be dealt with to make commuter passenger rail a competitive option. This section of the document has been rewritten to address this comment, per re-write provided by Rick Biery (Dawood) on 6/27/16.	6/27/2016	DCS - per rewrite provided by Rick Biery (Dawood)	MLG
226	5/31/2016	Bill Gomes Mifflin County	Page 125, heading b. ("Passenger Rail"), last paragraph	Bill Gomes forwarded an email chain between himself and Pittsburgh Downtown Partnership to Jim Saylor, which was provided as feedback for the LRTP, specifically regarding the Passenger Rail section(s).	Complete	This section of the document has been rewritten to address this comment, per re-write provided by Rick Biery (Dawood) on 6/27/16.	6/27/2016	DCS - per rewrite provided by Rick Biery (Dawood)	MLG
227	5/31/2016	Bill Gomes Mifflin County		"On pages 143 and 145, under the second and third listings respectively in the table, RPO should be MPO and what about passenger train service."	Complete	No revision. No references to "RPO" were discovered on pages 143 and 145.	6/20/2016	RJW	DCS
228	5/31/2016	Bill Gomes Mifflin County		"On page 144, under the next to the last listing in the table, what is BOMO?"	Complete	"BOMO" = PennDOT Bureau of Maintenance and Operations. The full name has been added to the Implementation Table, and the acronym has been added to Appendix K.	6/20/2016	RJW	DCS
229	5/31/2016	Bill Gomes Mifflin County		"On page 150, there is nothing listed on rail service."	Complete	No revision. Page 150 addresses "Performance Measures". There are no existing or proposed performance measures for rail service.	6/20/2016	RJW	DCS
230	6/7/2016	Carey Mullins PennDOT	Page 76, last sentence ("The intersection of Q1...")	"Page 76- the last sentence you state that the ISIP locations are described in more detail below. I don't see anything below that. Wasn't really sure if your speaking of the map or the next page. Just like to see that clarified a little more."	Complete	Revised text, as follows, to reference the table and section where additional details are provided: "The intersections of Q1-Q1 segments likely indicate an intersection of concern, which frequently overlap with the Intersection Safety Implementation Program (ISIP) locations (see Table 24. Intersection Safety Implementation Program, Locations by County, 2012, and surrounding discussion)."	6/20/2016	RJW	DCS
231	6/7/2016	Carey Mullins PennDOT	Entire document, maps	"I thought a lot of the mapping was excellent. The only thing I noticed and I'm sure there's a reason for it. But all of the maps are missing a designation of PA 120 in Clinton county. I see we have Route 144 but no Route 120 Corridor. Just an observation."	Complete	The PA shield and number designation for PA 120 will be added to the project mapping.	6/22/2016	SPC	MLG
232	6/10/2016	Carol Coldren Union County	Entire document	"Driver Education: 1) Drivers should proceed and not stop at Rail-Trail crossings. Stopping impedes traffic flow and creates potential collisions. 2) Bicyclists have a right to be on the road."	Complete	No revision necessary.	6/20/2016	RJW	DCS
233	6/10/2016	Carol Coldren Union County	Section 7. ("Bicycle and Pedestrian Facilities")	"Bicyclist education: 1) Travel in the same direction as traffic, not "into" traffic or in the opposite direction. 2) On roads with limited or no shoulder, ride 2 feet from the road edge. This makes bicyclists more visible to cars, and forces them to slow down and pass with ample room."	Complete	No revision necessary.	6/20/2016	RJW	DCS
234	6/10/2016	Carol Coldren Union County	Page 33, Table 8	"Rail Trail: 1) Extend the RT from Cherry Run, where an existing trail connects with Poe Paddy State Park. The old railroad bed is still in place gaining right-of-way and construction would be relatively easy. 2)Extend the RT westward from its terminus in Mifflinburg, approx. 1 mile across Rt. 45. There bicyclists can get on Swengel Road and other good bicycling roads. 3) Assuming westward expansion from Cherry Run, any remaining RT construction would perhaps be easier once completion is apparently logical and there may be more community encouragement to do so."	Complete	No revision necessary. Support for the extension of the Buffalo Valley Rail Trail is noted. The extension to Swengel Road is proceeding and is likely in the near term. The other sections are under consideration by the Buffalo Valley Recreation Authority and Union County Planning as a long-term project.	6/20/2016	RJW	DCS

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235	*6/2/2016*	*Tasha Hall Union County*	*Entire document*	*"Interesting read! Very excited about making roads and intersections more pedestrian friendly. I live just across route 15 in Lewisburg for one year and am really excited for a safer/easier way to cross on foot (and with a stroller at times). I have almost been hit by cars multiple times (even while pushing a stroller!!) and while I love walking into town, I would like to be able to do it without fearing for my life and the lives of my kids. Keep up the great work! Hope to see some of these plans happen! Oh, and a passenger train option from this area to bigger cities would be amazing!"*	*Complete*	*No revision necessary. Support for better crossings of US 15 is noted. The Buffalo Valley Rail-Trail Crossing of US 15 is one of the Fiscally-Constrained projects in this LRTP. Support for passenger rail service, and/or better public transport connections to existing passenger rail servcie in Harrisburg and future rail servcie to Scranton are noted.*	*6/20/2016*	*RJW*	*DCS*
236	*6/2/2016*	*Dorothy Hvozda Union County*	*Entire document*	*"The communities in and around Lewisburg are divided by Route 15. A landmark bicycle/pedestrian bridge over Route 15 would connect communities, connect children to their friends and activities, enhance the bike trail as a tourist attraction and establish the only way to have a safe, child- friendly crossing of Route 15. Let's dream big!"*	*Complete*	*No revision necessary. Support for the crossing is noted. The concept of a pedestrian bridge has been considered alongside other pedestrian-friendly ideas in the US 15 Smart Transportation Study and other PennDOT safety studies of this segment of US 15. The Buffalo Valley Rail-Trail Crossing of US 15 is one of the Fiscally-Constrained projects in this LRTP.*	*6/20/2016*	*RJW*	*DCS*
237	*5/31/2016*	*Megan Wolleben Union County*	*Entire document*	*"Full support the development of a bicycle and pedestrian planning committee and think it should be a priority!"*	*Complete*	*No revision necessary. Support for the committee and planning effort is noted.*	*6/20/2016*	*RJW*	*DCS*
238	*6/28/16*	*Lincoln Kaufman Snyder County*	*Page 5*	*"Members Portion - My name should only have one f instead of 2 in the members portion."*	*Complete*	*Change made as requested.*	*6/28/16*	*BAH*	*MLG*
239	*6/28/16*	*Lincoln Kaufman Snyder County*	*Page 6*	*"Page 6 E.2 - Project at the end of the sentence should be plural I believe."*	*Complete*	*Change made as requested.*	*6/28/16*	*BAH*	*MLG*
240	*6/28/16*	*Lincoln Kaufman Snyder County*	*Page 18*	*"Page 17 e 1st Bullet -Should be 41,518 centerline miles instead of centerlines miles"*	*Complete*	*Change made as requested.*	*6/28/16*	*BAH*	*MLG*
241	*6/28/16*	*Lincoln Kaufman Snyder County*	*Page 104*	*"Page 102 3rd full paragraph - should it read a major driver "of"? something is missing. The old version said "A major driver in the economic development....."*	*Complete*	*Change made as requested.*	*6/28/16*	*BAH*	*MLG*

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"SEDACOG MPO_LRTP Report (2016-07-01) PRELIM-FINAL_SEDA_Edits"									
242	*7/28/16*	*Steve Herman SEDA-COG*	*Entire Document*	*Various typographical, usage, grammar, and formatting revisions.*	*Complete*	*Document revised.*	*8/1/2016*	*RJW*	*MMM*
243	*7/28/16*	*Steve Herman SEDA-COG*	*Page I, "Planning Themes" section, 6th bullet ("Sustained oversupply...")*	*[Entire 2nd sentence]: "Perhaps say about the "extent" of gas drilling activity rather than just activity in this speculation."*	*Complete*	*Revised to read, "It remains to be seen whether or not (and to what extent) gas drilling activity will resume in the future."*	*8/1/2016*	*RJW*	*MMM*
244	*7/28/16*	*Steve Herman SEDA-COG*	*Page II, "Regional Transportation Context" section, 1st paragraph, 1st sentence*	*["population of about 375,000"]: "As of what year?"*	*Complete*	*Revised to read, "... population of about 375,000 (2010 Census) ..." The discussion of population is in the context of the MPO designation. Therefore, 2010 Census values are referenced.*	*8/1/2016*	*RJW*	*MMM*
245	*7/28/16*	*Steve Herman SEDA-COG*	*Page II, "Regional Transportation Context" section, 1st paragraph, 2nd sentence*	*["(population of 69,500)"]: "As of what year? What is your source for this number? I thought the number would be below 55,000 people. See: http://factfinder.census.gov/bkmk/table/1.0/en/ACS/14_5YR/B01003/400C100US08434"*	*Complete*	*Revised to read, "... with a population of about 53,600 (2010 Census) ..." The discussion of population is in the context of the MPO designation. Therefore, 2010 Census values are referenced.*	*8/1/2016*	*RJW*	*MMM*
246	*7/28/16*	*Steve Herman SEDA-COG*	*Page II, "Regional Transportation Context" section, 1st bullet*	*[3rd sentence, "15-mile"]: "In some locations in the report, you use 15-mile; in others you use 13-mile. I think that 13-mile is more correct, so please ensure it is consistently 13-mile in the report."*	*Complete*	*Revised and made consistent with the "13-mile" length.*	*8/1/2016*	*RJW*	*MMM*
247	*7/28/16*	*Steve Herman SEDA-COG*	*Page III, "Issues & Implications" section, 2nd bullet*	*["BPN"]: "Spell out as 'Business Plan Network'"*	*Complete*	*Revised to spell out "Business Plan Network".*	*8/1/2016*	*RJW*	*MMM*
248	*7/28/16*	*Steve Herman SEDA-COG*	*Page IV, "Issues & Implications" section, heading B, 3rd bullet ("Combining of the Transsearch...")*	*["CIMS"]: "Spell out as 'Commodity Information Management System (CIMS)'"*	*Complete*	*Revised to spell out "Commodity Information Management System".*	*8/1/2016*	*RJW*	*MMM*
249	*7/28/16*	*Steve Herman SEDA-COG*	*Page V, "Issues & Implications" section, heading C, 8th bullet ("Increased need for support...")*	*["P3"]: "Spell out as 'Public-Private Partnerships (P3)'"*	*Complete*	*Revised to spell out "Public-Private Partnerships".*	*8/1/2016*	*RJW*	*MMM*
250	*7/28/16*	*Steve Herman SEDA-COG*	*Page VI, "Issues & Implications" section, heading F, 1st & 2nd paragraphs*	*"Put a line space below the Freight Movement header and the beginning of the paragraph; align the paragraph text at the proper left margin of the letter bullet, not the larger indent for the Freight Movement header text or sub-bullets."*	*Complete*	*Revised line spacing and indentation.*	*8/1/2016*	*RJW*	*MMM*
251	*7/28/16*	*Steve Herman SEDA-COG*	*Page VI, "Issues & Implications" section, heading F, 2nd bullet ("Use of the PA...")*	*[from "should identify" to end of sentence]: "Is this a separate idea from the truck parking issue, worthy of its own sub-bullet listing? Thus, having three bullets here."*	*Complete*	*Bulleted list revised to include three bullets.*	*8/1/2016*	*RJW*	*MMM*
252	*7/28/16*	*Steve Herman SEDA-COG*	*Page VII, "Plan Implementation" section, 1st bullet ("Project identification and...")*	*[last sentence, "Forms"]: "I believe this should be 'Forums' instead."*	*Complete*	*Revised.*	*8/1/2016*	*RJW*	*MMM*
253	*7/28/16*	*Steve Herman SEDA-COG*	*Page 1, footnote 4*	*[after "includes Danville"]: Inserted "and other municipalities in Columbia, Montour, and Northumberland Counties."*	*Complete*	*Revised.*	*8/1/2016*	*RJW*	*MMM*
254	*7/28/16*	*Steve Herman SEDA-COG*	*Page 10, footnote 5*	*Replaced existing link with "http://www.dcnr.state.pa.us/topogeo/map13/map13.aspx."*	*Complete*	*Hyperlink revised.*	*8/1/2016*	*RJW*	*MMM*
255	*7/28/16*	*Steve Herman SEDA-COG*	*Page 15, Table 4*	*"Make sure that you have the full grid lines for the right side of this table. They are partial now."*	*Complete*	*No revision. The gridlines under "Business PLan Network are intended to show how the Corridor Modernization Tiers align with the Business Plan Network Tiers.*	*8/1/2016*	*RJW*	*MMM*
256	*7/28/16*	*Steve Herman SEDA-COG*	*Page 21, heading 4 ("Vanpool & Carpool/Rideshare")*	*[2nd sentence, "Columbia County Transit"]: "Can you provide us with more details on this? I was not aware of Columbia County operating vanpools."*	*Complete*	*Sentence removed. Columbia County did not have vanpool service.*	*8/1/2016*	*RJW*	*MMM*
257	*7/28/16*	*Steve Herman SEDA-COG*	*Page 26, Table 5*	*[Susquehanna University, Type of Service, "and Lock Haven Trolley"]: "Should this be here, or should it be deleted?"*	*Complete*	*Created new row in the table for Lock Haven Univeristy and the Trolley service.*	*8/2/2016*	*RJW*	*MMM*

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	Date	*Name Organization*	*Document name, Section, Page #, Paragraph*	*Text of comment provided*	*"Unassigned" "Assigned to [person]" "In progress" "Complete"*	*Text or description of change made to resolve the Comment*	*Date*	*Name of Editor Incorporating comment*	*Name of back-checker*
258	7/28/16	Steve Herman SEDA-COG	Page 27, section 5, heading a ("Passenger Service"), 2nd paragraph	[2nd sentence, "schedule of excursions for the year 2015"]: "This schedule is not actually included in Appendix A. Please add it to the Appendix, or else delete this paragraph."	Complete	The Excursion schedule has been added to the Rail Freight Memo in Appendix A	8/2/2016	RJW	MMM
259	7/28/16	Steve Herman SEDA-COG	Page 36, Figure 6	"The Figure in the PDF report is Trails and State Parks, not this one."	Complete	Revised figure title to "Trails and State Parks"	8/2/2016	RJW	MMM
260	7/28/16	Steve Herman SEDA-COG	Page 40, section C ("Regional Demographic..."), 1st paragraph	[last sentence, "US 15"]: "Should this be PA 61? US 15 does not run through Northumberland County."	Complete	Revised to read, "... including US 220 in Lock Haven, Clinton County; the US 322 and US 22/522 corridors in Mifflin and Juniata counties; the US 11/15 corridors in Snyder, Northumberland, Montour and Columbia counties; PA 61 Corridor in Northumberland County, and the US 15 corridor through Union County."	8/3/2016	RJW	MMM
261	7/28/16	Steve Herman SEDA-COG	Page 40, section C ("Regional Demographic..."), heading 1 ("Demographic Characteristics..."), 1st paragraph	Deleted text from beginning of 2nd sentence ("Because these UAs and UCs...") up to "Urbanized Areas (UAs)".	Complete	Sentence removed.	8/3/2016	RJW	MMM
262	7/28/16	Steve Herman SEDA-COG	Page 46, heading f, 3rd paragraph ("Figure 10 presents...")	[3rd sentence through end of paragraph]: "This is not represented on Figure 10 in the July 6, 2016 PDF version. Either delete this information, or add the hatching to the map that Kyle uploaded to your FTP site with the updated map title (Households Without Vehicle Access, since the map displays the data by tract instead of municipality, and it shows zero vehicle rather that low vehicle access)."	Complete	Hatching added back into Figure 10, to reference where PA Dutch LEP exceeds the regional average for LEP. Revised figure title to "Households without Vehicle Access".	8/3/2016	RJW	MMM
263	7/28/16	Steve Herman SEDA-COG	Page 48, Table 13	"Ensure the grid lines are the same thickness. The July 6 PDF version seemed to print with different grid line thickness."	Complete	Gridlines removed and reapplied. Verified consistency on printed copy.	8/3/2016	RJW	MMM
264	7/28/16	Steve Herman SEDA-COG	Page 48, section 2, 3rd paragraph ("The most intensive...")	[last sentence, "PA 48"]: "No such roadway in region. Should this be PA 42, PA 44, or something else?"	Complete	Revised to "PA 45".	8/3/2016	RJW	MMM
265	7/28/16	Steve Herman SEDA-COG	Page 64, Table 17	["Juniata" row, last 2 columns]: "Something seems way off here. Please correct it. I looked up info in the LPN system – report LPN 0017-200. I think that the SD Deck Area is probably more like 0.0463 and the % SD by Deck Area is probably more like 7.9%."	Complete	Table revised. The Juniata County value for "SD Deck Area" was revised to 0.0669, resulting in % SD by Deck Area of 11.4%. The information in Tables 17 and 18 were based on 2016 data, downloaded via PennDOT's Open Data portal. Table 17 and 18 titles reivsed to reference 2016 data.	8/3/2016	RJW	MMM
266	7/28/16	Steve Herman SEDA-COG	Page 68, Figure 22	"Kyle uploaded a new version of this map to your FTP site. Please use that one for Figure 22"	Complete	The old map has been replaced with the version provided by SEDA-COG MPO, dated 8/3/2016.	8/3/2016	RJW	MMM
267	7/28/16	Steve Herman SEDA-COG	Page 71, section 3, 3rd paragraph ("Figure 25 and Figure 26...")	[2nd sentence, "symbolized in dark blue"]: "The July 6 PDF maps for Figures 25 and 26 have the higher concentrations in red. Assume the blue reference was to an outdated version of these maps."	Complete	The text referenced a symbology that has since been changed. Text revised.	8/3/2016	RJW	MMM
268	7/28/16	Steve Herman SEDA-COG	Page 75, Figure 27	"In the July 6 PDF version, this Figure was omitted. Instead, Figure 29 was in its place. Please ensure that you do include Figure 27 for the Final report."	Complete	The figures have been verified and updated. Figure 27 has been included in the FINAL version.	8/4/2016	RJW	MMM
269	7/28/16	Steve Herman SEDA-COG	Page 79, Figure 29	"As indicated, you had Figure 29 included twice in the July 6 PDF. One of those was this one with the yellow/orange/red grid, the other was with the blue/orange/red grid. Be sure to use the blue/orange/red. Also, be sure that the "Figure text and number" in the upper right block are the same size for the final report. Some of the text sizes were smaller than others."	Complete	Figure 29 was updated for the PUBLIC-DRAFT version, but an older figure was used in the PRELIM-FINAL version. The version with blue/orange/red is the preferred version, and it matches with the map symbology.	8/5/2016	RJW	MMM
270	7/28/16	Steve Herman SEDA-COG	Page 81, Figure 30	"Make the title block show "Fatal Crashes, 2010-2014" like it's listed in the Table of Contents, or place a note in the legend saying it's based on 2010-2014 data."	Complete	The map title block has been updated with the data dates and made consistent with the Figure label.	8/5/2016	RJW	MMM
271	7/28/16	Steve Herman SEDA-COG	Page 82, section 6 ("Pedestrian & Bicycle Crashes")	[last 2 sentences]: "Figure 35 shows the Pedestrian Fatal and Serious Injury crashes, not Figure 30! Figure 35 is not discussed at all in the report, so place the pertinent text about it here."	Complete	The MS Word cross-reference has been updated to indicate Figure 35. Short discussion of Figure 35 has been added.	8/5/2016	RJW	MMM

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				"Make the title block show "Pedestrian Fatal and Serious Injury Crashes, 2010-2014" like it's listed in the Table of Contents, or place a note in the legend saying it's based on 2010-2014 data. This placeholder map looks like a different one than was in the July 6 PDF. Presume that the version from the July 6 is the one you're using. Also, use Number of Pedestrian "Serious Injuries" instead of Major Injures on the legend."		The map title block has been updated with the data dates and made consistent with the Figure label. All placeholder maps in the MS Word document were updated to reflect the FINAL 11x17 mapping.			
272	7/28/16	Steve Herman SEDA-COG	Page 84, Figure 35		Complete		8/5/2016	RJW	MMM
273	7/28/16	Steve Herman SEDA-COG	Page 85, Table 23	"This table omits rows 10 and 24. Please insert these locations: SR 1005 and SR 4013, both in Mifflin County."	Complete	Agreed. Rows 10 and 24 have been added back into the table.	8/5/2016	RJW	MMM
274	7/28/16	Steve Herman SEDA-COG	Page 86, section 10 ("Roadway Departure Safety...")	Deleted entire 2nd paragraph ("In March 2016,...")	Complete	Deleted.	8/5/2016	RJW	MMM
275	7/28/16	Steve Herman SEDA-COG	Page 90, Figure 36	"The map title block text does not match what is in the Table of Contents. Make them consistent. In the legend, you make it 50%. You have a space between 50 and the % in the legend block."	Complete	The map title block has been updated with the data dates and made consistent with the Figure label. The legend has been revised.	8/5/2016	RJW	MMM
276	7/28/16	Steve Herman SEDA-COG	Page 96, Figure 45	"Please change the color scheme for easier distinctions. The blues are pretty comparable; white does not seem to work well considering the white background."	Complete	The color scheme has been revised, and the boundaries between categories have been changed to white and made wider to produce better visual division.	8/5/2016	RJW	MMM
277	7/28/16	Steve Herman SEDA-COG	Page 97, Table 27	[Table heading]: "Align text to the left margin and align the table with it."	Complete	Table and title have been left justified, consistent with other tables in the report.	8/5/2016	RJW	MMM
278	7/28/16	Steve Herman SEDA-COG	Page 99, heading A ("Central Susquehanna..."), 2nd paragraph	[3rd-to-last sentence ("Construction of the first phase...")]: Deleted entire sentence.	Complete	Deleted.	8/5/2016	RJW	MMM
279	7/28/16	Steve Herman SEDA-COG	Page 105, 3rd paragraph ("Airports are an important...")	Deleted entire 2nd sentence ("The SEDA-COG region is served...")	Complete	Deleted.	8/5/2016	RJW	MMM
280	7/28/16	Steve Herman SEDA-COG	Page 106, Figure 49	"Kyle uploaded a new version of this map to your FTP site on July 27. Please use that map, as it better displays the airports, industrial parks, and team tracks."	Complete	The old map has been replaced with the version provided by SEDA-COG MPO, dated 8/3/2016.	8/5/2016	RJW	MMM
281	7/28/16	Steve Herman SEDA-COG	Page 121, Figure 53	"I count only 28 bridges on this map. Are two overlapping? Kyle uploaded the RBR points to your FTP site on July 27, in case your dataset was missing anything. I suggest nudging the "Lewisburg" label away from the RBR point that the town text is covering."	Complete	Yes, there are two overlaps--one in Juniata County and one in Union County. The overlaps have been annotated on the maps. Labels overlapping the data points have been moved.	8/4/2016	RJW	MMM
282	7/28/16	Steve Herman SEDA-COG	Page 129, 3rd paragraph ("Norfolk Southern owns...")	[2nd sentence, "Southern' s"] "Delete the space here." (extra space between apostrphe and "s").	Complete	The space has been deleted.	8/5/2016	RJW	MMM
283	7/28/16	Steve Herman SEDA-COG	Page 141, Figure 59	"The text size for the Figure 59 block at the top-right of the map in the July 6 PDF is smaller than the other maps."	Complete	The figure label has been revised to be consistent with the other maps in thre report.	8/5/2016	RJW	MMM
284	7/28/16	Steve Herman SEDA-COG	Page 145, paragraph 1 ("A full breakdown of the TIP/TYP...")	[2nd sentence, "the appendix"]: "Remove yellow highlights."	Complete	Removed.	8/5/2016	RJW	MMM
285	7/28/16	Steve Herman SEDA-COG	Page 147, Table 35	[Rows "MI-04" - "U-11"]: "Ensure table does not interfere with header at top of page; nudge table down as needed – on July 6 PDF it was both pages of this table that needed to be shifted downward."	Complete	Header has been revised and verified on a print copy.	8/5/2016	RJW	MMM
286	7/28/16	Steve Herman SEDA-COG	Page 150, Table 37 [heading]	"For fourth Ongoing item on this page, have the Associated Performance Measure say: "Pavement with Poor IRI"."	Complete	Revised.	8/5/2016	RJW	MMM

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287	7/28/16	Steve Herman SEDA-COG	Page 152, Table 37 [heading]	*"For the fourth Ongoing item on this page, have the Associated Performance Measure say: "Tech Assist Incidents"* *For the third Near item on this page, have the description say: "Work with members and PennDOT to develop and maintain an inventory of assets and locations for which the smart transportation context has been determined'."*	Complete	*Revised.* *Revised.*	8/5/2016	RJW	MMM
288	7/28/16	Steve Herman SEDA-COG	Page 158, Table 38	*[3rd row under "Highway Safety" section, "Baseline" column]: "Elsewhere in the report, you used "serious injuries". Here, you use major injuries. Should this table use serious injuries instead?"*	Complete	*All instances of "major injury/injuries" have been found and replaced with "serious injury/injuries". This seems to be a simple symantics issue, as injuries are classified in PennDOT's CDART system as minor, moderate, major, or fatal. Meanwhile, the federal performance measure references "major injury/injuries".*	8/5/2016	RJW	MMM
289	7/28/16	Steve Herman SEDA-COG	Page 158, Table 38	*[bottom row, "Data Source" column]: "Merge the below row with these cells, so the grid line does not divide them."*	Complete	*Cells have been merged.*	8/5/2016	RJW	MMM
"SEDACOG MPO_LRTP Report (2016-07-01) APPENDIX_SEDA_Edits"									
290	7/28/16	Steve Herman SEDA-COG	Entire Document	*Various typographical, usage, grammar, and formatting revisions.*	Complete	*Document revised.*	8/8/2016	RJW	MMM
291	7/28/16	Steve Herman SEDA-COG	Appendix A, Technical Memo cover page	*"The rest of the Appendix items all have Appendix letter and page # in the footer. Would you be able to include that format with this item for consistency? For example, Appendix A - Page 1."*	Complete	*Each appendix has been labeled with the appendix letter and page number.*	8/8/2016	RJW	MMM
292	7/28/16	Steve Herman SEDA-COG	Page 6, 1st paragraph ("As noted above, Norfolk..." - begins on previous page)	*[3rd sentence ("A schedule of public...")]: "Where is this schedule? I do not see it included with the memorandum."*	Complete	*The Excursion schedule has been added to the Rail Freight Memo in Appendix A*	8/8/2016	RJW	MMM
293	7/28/16	Steve Herman SEDA-COG	Appendix A, Page 15, 1st paragraph	*Deleted entire last sentence ("Additionally, it should be noted that during..."): "This was already covered on page 6."*	Complete	*Revised.*	8/8/2016	RJW	MMM
294	7/28/16	Steve Herman SEDA-COG	Appendix B, Page 1, footer	*["Plan Introduction"]: Is this part of the footer needed?*	Complete	*The footer information has been removed.*	8/8/2016	RJW	MMM
295	7/28/16	Steve Herman SEDA-COG	Appendix B, Page 4, heading	*"Remove yellow highlight."*	Complete	*Removed.*	8/8/2016	RJW	MMM
296	7/28/16	Steve Herman SEDA-COG	Appendix E, Page 3	*[2nd paragraph ("In preparation for the Forum..."), 2nd sentence "Figure 1" and "Figure 2"]: "Bold this text."*	Complete	*The figure references have been made bolface text.*	8/8/2016	RJW	MMM
297	7/28/16	Steve Herman SEDA-COG	Appendix I, Page i	*[Table of Contents]: "Same comment here as for the footer of Appendix A. This one doesn't have the consistent use of Appendix letter and Page number."*	Complete	*Appendix I has been added to the foooter and it has been formatted to match the other appendices.*	8/8/2016	MLG	RJW
298	7/28/16	Steve Herman SEDA-COG	Appendix I, Page 4, "U.S. Census Data" section	*[1st paragraph, all of 2nd sentence]: "Add a sentence saying about the use of the 2008-2012 ACS data for the disabled population, with a very brief explanation as to why this dataset was used for disability category."*	Complete	*A sentence was added stating that prior to 2008-2012 ACS, data related to disability was not available at the census tract level.*	8/8/2016	MLG	RJW
299	7/28/16	Steve Herman SEDA-COG	Appendix I, Page 12, Table 6	*[1st column, "Millvale"]: "Should be 'Millville' instead."*	Complete	*Revised.*	8/8/2016	MLG	RJW
300	7/28/16	Steve Herman SEDA-COG	Appendix I, Page 26, Figure 10	*[Map legend]: "Poverty is misspelled twice below the legend. See first and second lines."*	Complete	*Revised.*	8/8/2016	SPC	RJW
301	7/28/16	Steve Herman SEDA-COG	Appendix I, Page 27, Table 13	*["Source"]: "So, the minority/poverty designations are based on the 2011 or 2007-2011 ACS Estimates, but the travel mode is based on the 2014 or 2010-2014 ACS Estimates? Do you need to add a notation about this?"*	Complete	*A notion was added to Table 13 explaining the two different time frames of ACS data and why each was used. A similar notation was added to Table 18.*	8/8/2016	MLG	RJW
302	7/28/16	Steve Herman SEDA-COG	Appendix I, Page 28, "Roadway Condition" section	*["Intelligent"]: "Should be 'Interactive' instead."*	Complete	*Revised*	8/8/2016	MLG	RJW
303	7/28/16	Steve Herman SEDA-COG	Appendix I, Page 29, Figure 11	*"It seems that it would help to have the crash location call-outs have colored text or colored backgrounds in order to distinguish them from the road shield labels. Is that acceptable?"*	Complete	*Text has been changed to red.*	8/8/2016	SPC	MLG

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304	*7/28/16*	*Steve Herman SEDA-COG*	*Appendix I, Page 29, Figure 11*	*[Map legend]: "Poverty is misspelled twice below the legend. See first and second lines."*	*Complete*	*Revised.*	*8/8/2016*	*SPC*	*MLG*
305	*7/28/16*	*Steve Herman SEDA-COG*	*Appendix I, Page 33, Table 18*	*["Source"]: "Table 17 shows 2014 5-Year Estimates. Should this one also be 2014, or did you use 2013 5-year Estimates for Table 18?"*	*Complete*	*Revised to 2014. This was a typo - 2014 ACS data was used.*	*8/8/2016*	*MLG*	*RJW*
306	*7/28/16*	*Steve Herman SEDA-COG*	*Appendix I, Page 36, Figure 12*	*"The CSVT ITS project is covering up much of the brown shade being used for the primary New Alignment project. Can you use transparency or hatching so that the entire New Alignment project and the ITS project are both visible?"*	*Complete*	*Revised to show the ITS project in pink above the brown for the CSVT ITS project.*	*8/8/2016*	*SPC*	*MLG*
307	*7/28/16*	*Steve Herman SEDA-COG*	*Appendix I, Page 36, Figure 12*	*"Probably advisable to choose a different color for Study projects? With the other gray tones on the map and roadways appearing to be gray but not shown in legend as such, it poses difficulty for picking out Study areas."*	*Complete*	*Study has been changed to maroon.*	*8/8/2016*	*SPC*	*MLG*
308	*7/28/16*	*Steve Herman SEDA-COG*	*Appendix I, Page 36, Figure 12*	*[Map legend]: "Poverty is misspelled twice below the legend. See first and second lines."*	*Complete*	*Revised.*	*8/8/2016*	*SPC*	*MLG*

Appendix K Transportation Acronyms

TRANSPORTATION ACRONYMS

3-C	Continuing, Cooperative and Comprehensive Planning Process
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act of 1990
ADHS	Appalachian Development Highway System
ADT	Average Daily Traffic
ADTT	Average Daily Truck Traffic
ARC	Appalachian Regional Commission
ARCorp	Allegheny Ridge Corporation
BMS	Bridge Management System
BOMO	PennDOT Bureau of Maintenance and Operations
BPN	Business Plan Network
BVRA	Buffalo Valley Recreation Authority
CAA	Clean Air Act as amended in 1990
CDBG	Community Development Block Grant Progam
CE	Categorical Exclusion
CEDS	Comprehensive Economic Development Strategy
CIMS	Commodity Information Management System
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
CO	Carbon monoxide
COG	Council of Governments
CPI	Consumer Price Index
CSS	Context Sensitive Solutions
DCED	Pennsylvania Department of Community and Economic Development
DCNR	Pennsylvania Department of Conservation and Natural Resources
DEIS	Draft Environmental Impact Statement
DEP	Pennsylvania Department of Environmental Protection
DOT	Department of Transportation
DVMT	Daily Vehicle Miles Traveled
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FD	Final Design
FFY	Federal Fiscal Year (Oct. 1 – Sept. 30)
FEIS	Final Environmental Impact Statement

TRANSPORTATION ACRONYMS (CONTINUED)

FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information Systems
HOP	Highway Occupancy Permit
HOV	High-Occupancy Vehicle
HSIP	Highway Safety Improvement Program
HST	Human Services Transportation
IHS	Interstate Highway System
IM	Interstate Maintenance
IRI	International Roughness Index
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
LDD	Local Development District
LEP	Limited English Proficiency
LOS	Level of Service
LPN	Linking Planning and NEPA
LRTP	Long Range Transportation Plan
LTAP	Local Technical Assistance Program
MAP-21	Moving Ahead for Progress in the 21st Century Act of 2012
M&O	Management and Operations
MPG	Miles per Gallon
MPMS	Multimodal Project Management System
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
NHPP	National Highway Performance Program
NHS	National Highway System
NOI	Notice of Intent
NOx	Nitrogen oxide
NS	Norfolk Southern (Railroad)
NTP	Notice to Proceed
OPI	Overall Pavement Index
P3	Public-Private Partnership
PE	Preliminary Engineering
PennDOT	Pennsylvania Department of Transportation
PFBC	Pennsylvania Fish & Boat Commission

TRANSPORTATION ACRONYMS (CONTINUED)

PHMC	Pennsylvania Historical and Museum Commission
PIB	Pennsylvania Infrastructure Bank
PL	Planning Funds
PM	Particulate Matter
PPM	Parts per Million
PPP	Public Participation Plan
RFAP	Rail Freight Assistance Program
ROD	Record of Decision
ROW	Right-of-Way
RPO	Rural Planning Organization
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SD	Structurally Deficient (Bridges)
SFY	State Fiscal Year (July 1 – June 30)
SGP	Susquehanna Greenways Partnership
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
SOV	Single-Occupancy Vehicle
SPR	State Planning and Research Funds
SR	State Route
SRTA	Susquehanna River Trail Association
STC	State Transportation Commission
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TCM	Transportation Control Measure
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIFIA	Transportation Infrastructure Finance and Innovation Act of 1998
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TMA	Transportation Management Area
TOD	Transit-Oriented Development
TRB	Transportation Research Board
TYP	Twelve Year Program
UA	Urban Area
UZA	Urbanized Area
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled

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http://www.seda-cog.org/transportation